HUMBERKING DEVELOPMENTS LTD.

CALEDON STATION

CALEDON (BOLTON), ONTARIO

URBAN DESIGN BRIEF

DECEMBER 2024

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Storm water management ponds are a compatible use with the Environmental Policy Area and have been situated along the edge of the Humberking community along King Street.

SECTION 1
PROJECT SUMMARY

1.1 INTRODUCTION

NAK Design Strategies has been retained by Humphries Planning Group Inc. to prepare an Urban design Brief (UDB) in support of the Draft Plan of Subdivision application for the Humberking Developments Ltd, which is required to permit development of two parcels of land in the southeast corner of Caledon Station, respectively comprising of 16.37 ha (40.45 acres) and 4.05 ha (10.00 acres) within the Town of Caledon. The first parcel legally referred to as Lot 11 in Concession 4 is situated west of Humber Station Road (hereinafter the "Humber Station Road West"), while the second parcel which refers to Lots 11 and 12 in Concession 5 is located east of Humber Station Road (hereinafter the "Humber Station Road East")

This UDB provides design direction related to the implementation of the vision and intent for this proposed development. It focuses on the physical design, with particular reference to opportunities and constraints, pedestrian circulation, road network, streetscape treatment, built form characteristics, and the proposed park, open space, and environmental policy area.

Aligning with The Town of Caledon Community and Architectural Design Guidelines, the UDB emphasizes and describes those elements that are fundamental in creating an attractive, pedestrian-friendly urban environment, appropriately integrated within the surrounding community. The UDB consists of five sections which have been structured as follows:

SECTION 1: PROJECT SUMMARY

Provides an overview of the project and the purpose of the document, highlighting the vision, principles, and design direction.

SECTION 2: POLICY COMPLIANCE

Identifies a comprehensive analysis of all relevant design-related policies and direction within applicable Town documents.

SECTION 3: CONTEXTUAL COMPATIBILITY

Describes how the development will integrate with the existing and planned surrounding context and how it will contribute to creating a unique sense of place through the proposed public realm and built form.

SECTION 4: DESIGN EXCELLENCE

Addresses the character of the proposed development with design considerations pertaining to sustainability, accessibility, and community safety.

SECTION 5: CONCLUSION

Outlines the planning approval process and the architectural design review process required to be implemented for the design.

The Humberking development is envisioned as a healthy, vibrant, and connected community that will support the long-term vision for regional growth, and advocate for a strong economy through development of greenfield areas.

1.2 VISION, PRINCIPLES & DESIGN DIRECTION

Collectively, the Humber Station Road West and Humber Station Road East greenfield development lands are planned to offer diverse built form, including medium density residential and mixed-use blocks, a park block, and open spaces that feature a stormwater management pond and a natural heritage system. The proposed plan also seeks to provide parking and accessibility to the commuter rail (GO Transit) station at the east limit of the Humber Station Road East site. This development aims to support the long-term vision for regional growth, and advocate for a strong economy through development of greenfield areas.

The goal is to create a 'made in Caledon' development that is healthy, vibrant and connected with a unique community character, high quality built form, transit oriented, high quality parks and open spaces, and mixed- use blocks.

Made in Caledon

Strong ties to the identity and character of Caledon, distinct from neighbouring communities.

Healthy

- Walkable neighbourhoods, amenities within walking distance; and
- Active lifestyle through bike lanes, trails and pathways, park facilities and community programming.

Vibrant

- A mix of uses that attract people throughout the day and evening;
- Pedestrian-scaled spaces that are conducive to public gathering; and

Connected

- Through a comprehensive trail, path and bike lane network; and
- Through an integrated transit system, including micro-transit options, with GO Transit linkages on a regional scale

COMMUNITY EXPERIENCE

Establish a vibrant, mixed-use environment that attracts activity throughout the day and evening.

SMART COMMUNITIES

Integrate 'smart' community technologies that establish broadband connectivity, energy reduction solutions and municipal infrastructure advancements for an improved quality of life for residents, employees and visitors.

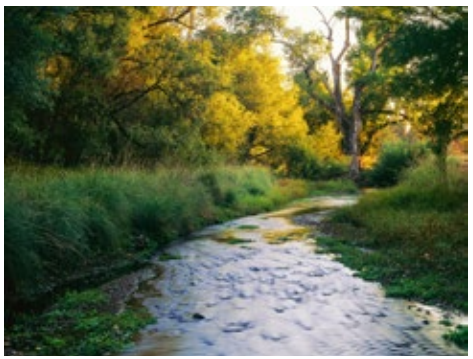
TRANSIT INTEGRATED DEVELOPMENT

Create a transit-integrated community anchored by a GO Transit hub that balances pedestrian, cycling, transit and vehicular connections and achieves convenient transit connections throughout the GTA that provides opportunities for growth.

ENVIRONMENTAL POLICY AREA FEATURES

Protect and enhance existing woodlands, wetlands and wildlife corridors and expand upon the system with introduced open spaces.





PARKS & OPEN SPACES

Establish a hierarchy of park spaces with flexible design and innovative programming options catered to the neighbourhood character.

MIX OF USES

Establish a range and mix of housing and commercial types that reinforce identifiable neighbourhoods and meets density targets, while providing options for affordability and aging-in-place.

COMMUNITY CHARACTER

Provide a high quality built form character and architectural design that exemplifies the identity of Caledon and promotes tourism.

LOW IMPACT DEVELOPMENT

Integrate appropriate low-impact development strategies as a key component of open space and built form design.

The Urban Design Brief serves as a reference document for the physical design of the proposed Humberking development, promoting economic, social, and environmental values within the larger Caledon Station Community.

1.3 THE PROPOSAL

The project includes the landscape development of two separate parcels of land at the southeast end of the Caledon Station lands.

The first parcel includes the eastern portion of Lot 11 in Concession 4, situated west of Humber Station Road, at the intersection of Humber Station Road and King Street. The site occupies a total of 16.37 ha (40.45 acres) and is expected to accommodate 481 units.

The second parcel includes a section of Lots 11 and 12 in Concession 5, located east of Humber Station Road and adjacent to the Canadian Pacific Railway, and lies directly north of the eastern half of Lot 11 in Concession 4. This site occupies a total of 4.05 ha (10.0 acres) and is expected to accommodate 575 residential units and GO station parking.

These proposed subject lands are an integral part of the larger Caledon Station Community and are intended to encompass a variety of features, including a mixed-use block, medium density blocks, back-to-back townhouses, on-street townhouses, a stormwater management pond, a park block, and an environmental policy area.

1.4 HOW TO READ THIS DOCUMENT

The Urban Design Brief's aim is to offer direction regarding the envisioned structure and architectural style, overall landscaping, and pedestrian linkages within the Subject Site. It seeks to establish a distinctive and recognizable community identity that aligns with Bolton's surroundings. This document will serve as a means to showcase the intended architectural and urban character, elements within both the public and private domains, and the connection to neighboring open spaces and naturalized areas.

SECTION 2
POLICY COMPLIANCE

2.1 POLICY FRAMEWORK

The development of the subject lands provides an opportunity to develop an integrated community within the Town of Caledon. The proposed Community is subject to a number of planning documents and policies at both the provincial and local government levels.

The Provincial Policy Statement (PPS) outlines the goals and objectives of the province related to community planning and growth. It aims to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact form, particularly in areas well served by public transit.

In conjunction with the planning and urban design policy goals and objectives, the established Town policies will be used to provide a set of high-level guidelines to guide the planning process to help achieve the vision for the development.

The following policy documents specifically apply to the development, where the outlined goals align with the proposed greenfield development.

Humberking will be characterized by urban design excellence that includes a well integrated street network designed for pedestrians, cyclists and vehicles, while establishing the character and visible impression of the community.

The Humberking development within Caledon Station provides an opportunity to develop a complete mixed-use community within the Town of Caledon's established settlement boundary in accordance to various policies and guidelines outlined throughout this document.

2.2 TOWN OF CALEDON OFFICIAL PLAN

The Town of Caledon Official Plan (OP) serves as a comprehensive guide for the Town's development over the next 20+ years. It is designed to balance the preservation of Caledon's rural character and cultural heritage with the need to adapt to urbanization pressures, fiscal capacity, and the demand for urban services. The principles and objectives outlined in the OP provide a strategic framework for managing growth and ensuring sustainable development

It is important to note that the Town is currently working on their new 2051 Official Plan, which aims to align with the Growth Plan and the new Region of Peel Official Plan. This update will ensure that the Town's planning policies remain up-to-date and in line with provincial and regional planning directives. The Caledon Station Secondary Plan will complement and conform to the Town's new Official Plan, ensuring a coordinated and integrated approach to development in the Caledon Station area.

The policies in this document are supported by the following principles:

- A hierarchy of roads and a road pattern which minimizes the impact of traffic on sensitive environmental areas, heritage features and human settlement, while at the same time providing for the convenient movement of residents and the movement of through traffic traversing the Town;
- An open space system which promotes a diversity of recreational and leisure opportunities; and
- A mix and range of housing that responds to the needs of the community.

The future Caledon GO Station will be an integral part of the planned transit infrastructure, serving as a key transportation hub that will connect Caledon with other important destinations.

2.3 TOWN-WIDE DESIGN GUIDELINES

The Town-wide guidelines are intended to be a single, consolidated source of guidance for both urban and rural setting in the Town of Caledon. These guidelines recognize the role and significance of Town's rural areas in establishing the town-wide character and actively contributing to daily interactions throughout the municipality.

To support diversified uses in the Town's urban areas, the following key design principles will be adopted in the development of both Humber Station Road West and Humber Station Road East:

- The development of compact, connected and walkable communities that provide increased mobility options (ie: active and alternative transportation) and support future transit opportunities;
- Greenfield development within the Town of Caledon will create identifiable and unique mixed use communities.

2.4 COMMUNITY DESIGN PLAN GUIDELINES (2023)

These guidelines provide clear design direction that supports the municipality's development goals while respecting the unique design integrity of the Subject Land. They serve as a reference document for the physical design of the community, promoting economic, social, and environmental values. The guidelines outline strategies and principles that guide the development process and help create a sustainable, attractive, and functional urban environment.

The Community Design Plan Guidelines encompass various aspects, including land use, building design, public spaces, streetscape, landscaping, and environmental considerations. They emphasize the integration of high-quality design, the preservation of natural features, and the creation of a vibrant and inclusive community. By adhering to these guidelines, developers and stakeholders involved in the Caledon Station project can contribute to the overall vision and ensure a cohesive and harmonious development that benefits residents, businesses, and the surrounding environment.

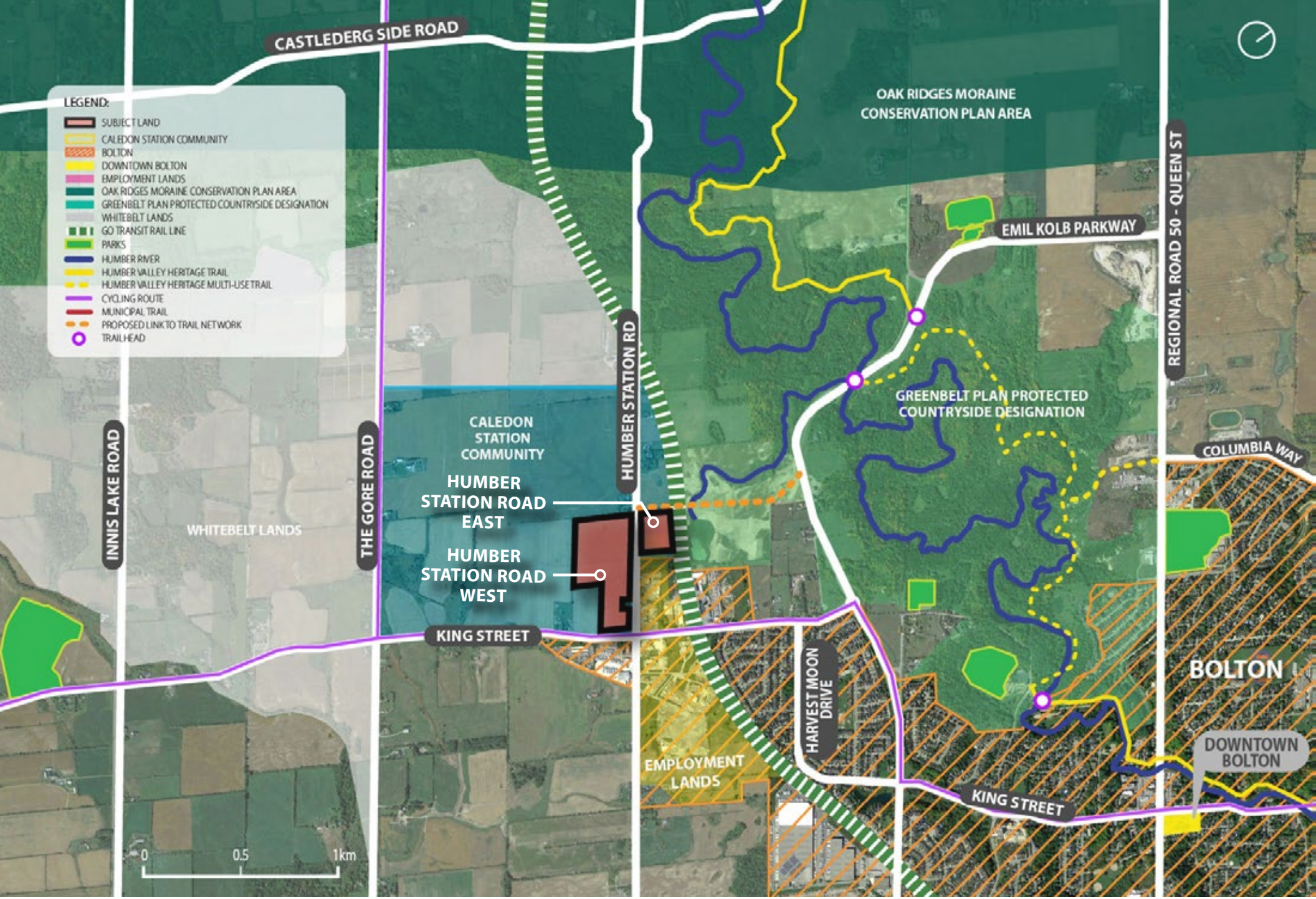


Figure 1: Regional Context Plan

SECTION 3
CONTEXTUAL COMPATIBILITY

3.1 SITE LOCATION & CONTEXT

3.1.1 REGIONAL CONTEXT

Caledon Station consists of approximately 182 hectares of land located within the Bolton Residential Expansion Study Area (BRES) of the Town of Caledon. The community is bounded by the Gore Road to the west, King Street West to the south, the Canadian Pacific Railway (CPR) and part of Humber Station Road to the east, and Whitebelt lands to the north.

With a proposed Caledon GO Transit Line, utilizing a transit oriented development approach for Caledon Station is a logical location for strategic growth and density surrounding this future Major Transit Station Area.

This GO train service extension to Caledon Station will not only provide regional linkages, but will also be a key component of a well-connected strategy with Bolton residential, commercial and employment lands, as well as providing access to the Greenbelt and the extensive recreation trail networks.

The proposed development lands comprised of two sites, namely Humber Station Road West and Humber Station Road East, are located approximately 4.4km west of downtown Bolton within the southeast boundary of Caledon Station lands between the Gore Road and Humber Station Road within the Bolton Residential Expansion Study Area (BRES) in the Town of Caledon.

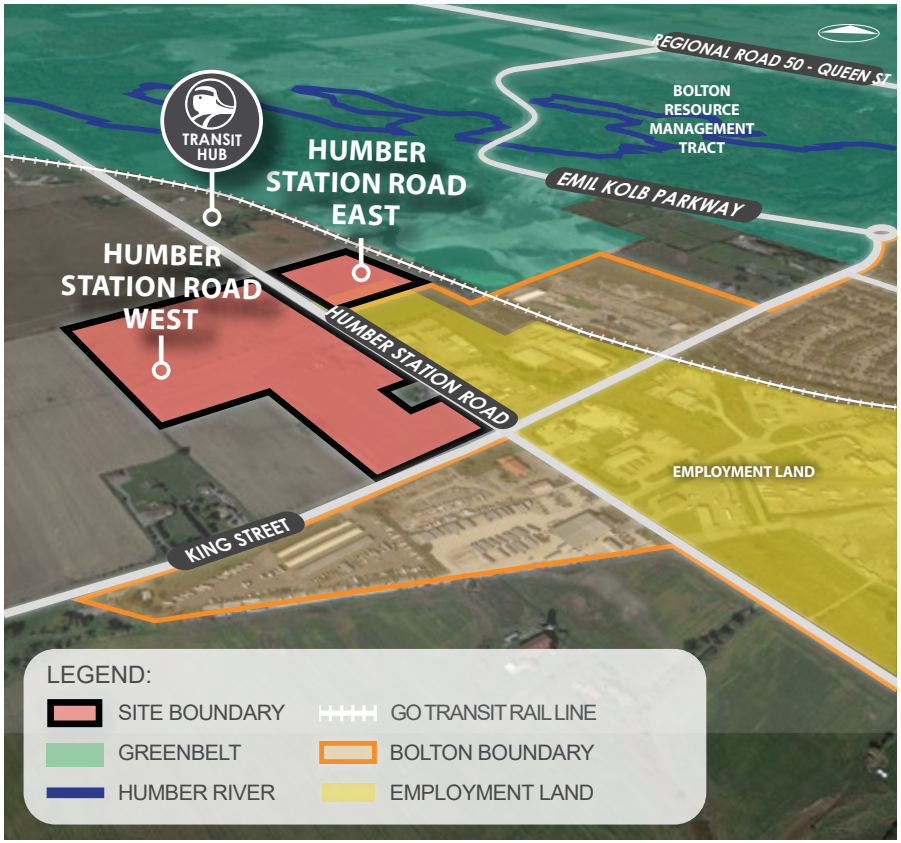


Figure 2: Bird's eye view showing development lands

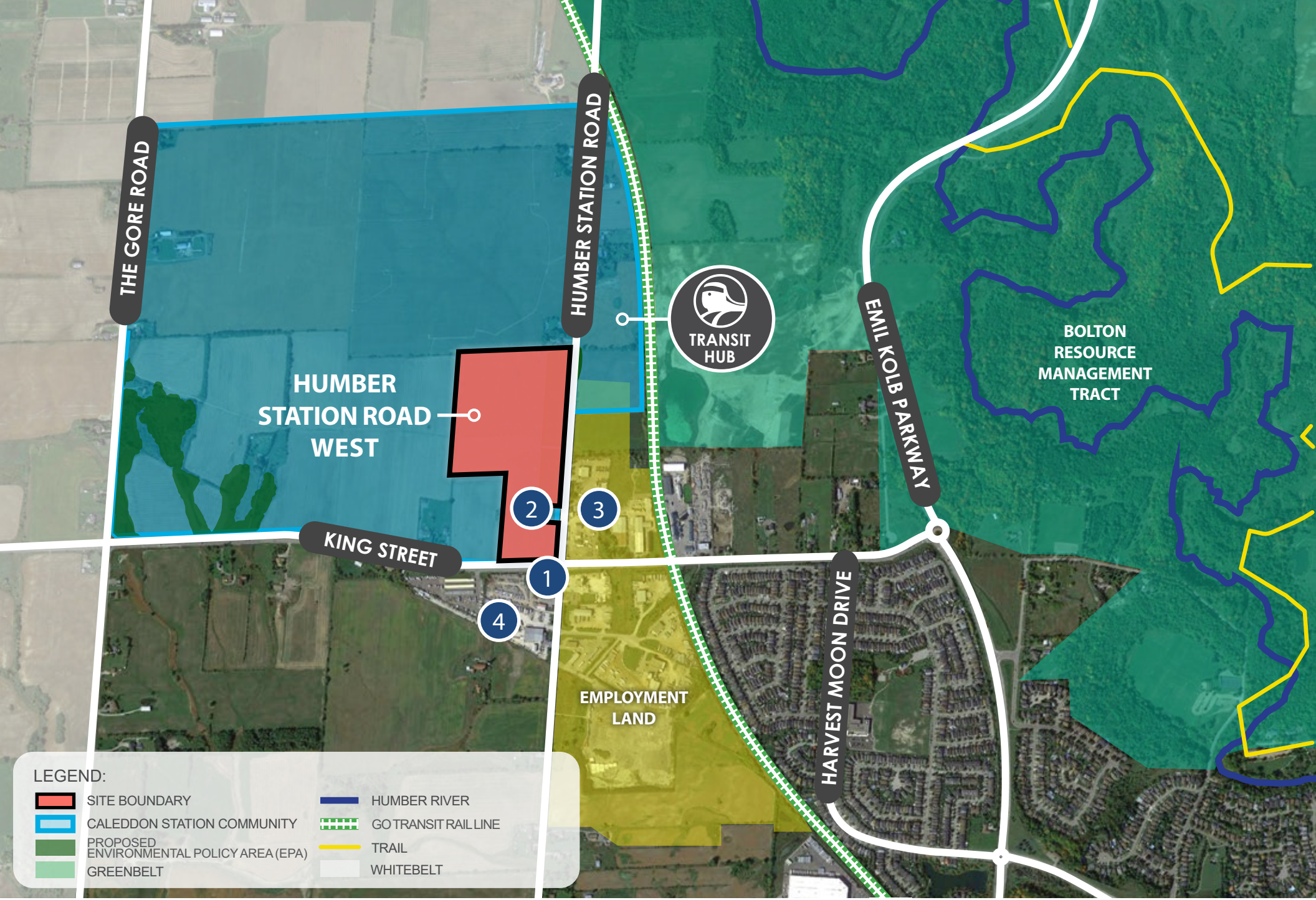
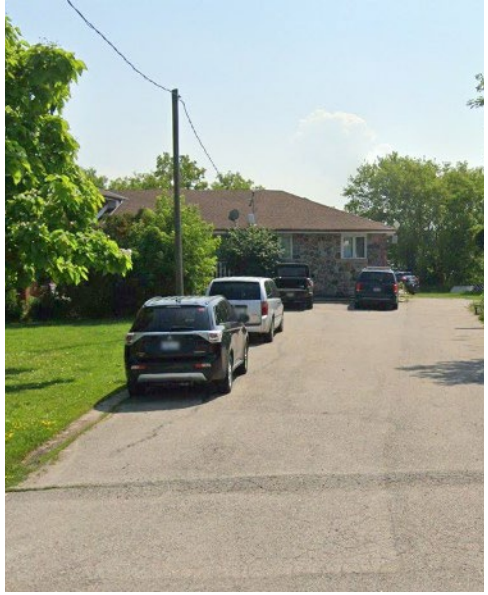


Figure 3: Humber Station Rd West Context

1 View of King St and Humber Station Road intersection looking east



2 Single dwelling home on site west of Humber Station Road

3 Cavalier Transportation System east of site across Humber Station Road

3.1.2 HUMBER STATION ROAD WEST (SITE 1)

The Humber Station Road West site occupies the eastern portion of Lot 11 in Concession 4 and is situated west of Humber Station Road, north of King Street, east of The Gore Road.

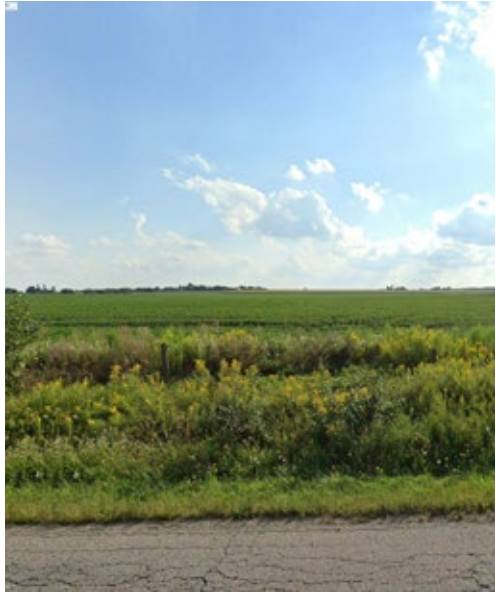
The block is bounded by the following:

- To the north: Agricultural lands, rural residential, and the future Transit Hub on the northeast side
- To the east: Various commercial and employment uses and agricultural lands
- To the south: Various commercial and employment uses
- To the west: Agricultural lands

4 Sun Transportation Systems south of site along King Street

Figure 4: Humber Station Rd East Context

1 View facing east to subject lands along Humber Station Road



2 View facing west along Humber Station Road

3 View facing south along Humber Station Road

3.1.3 HUMBER STATION ROAD EAST (SITE 2)

The Humber Station Road East site occupies a section of Lots 11 and 12 in Concession 5, situated east of Humber Station Road, north of King Street, and west of Emil Kolb Parkway.

The block is bounded by the following:

- To the north: Humber Station Road on the west side, agricultural lands, and the future Transit Hub
- To the east: Canadian Pacific Railway and Environmental Policy Area (EPA) further east
- To the south: Agricultural lands and various commercial/employment uses
- To the west: Humber Station Road and further west EPA and agricultural lands

4 View facing north along King St showing the Canadian Pacific Rail tracks

View of Humber River flowing through the Environmental Policy Area (EPS), east of Humberking site.

3.2 CHARACTER ANALYSIS

3.2.1 NATURAL FEATURES, TOPOGRAPHY & VEGETATION

The extensive natural areas, including Greenbelt lands, the Environmental Policy Area (EPA), the Humber River, pathways, and trails such as the Humber Valley Heritage Trail, are all designated for preservation. The planned Stormwater Management (SWM) pond, neighborhood park, and EPA within the development will create and connect pathways and trails to these existing naturalized areas. This will provide a unique protected recreation amenity within close proximity to the new community.

The preservation of these green spaces is vital for maintaining biodiversity, air quality, and overall environmental health. Additionally, having the Humberking development within walking distance promotes walkability and a healthy lifestyle. Residents will have easy access to nature, encouraging outdoor activities and reducing the reliance on cars, which is beneficial for both physical health and the environment.

The natural features surrounding the neighborhoods provide excellent opportunities to explore and appreciate the area's natural history.

View of open space and surrounding EPA area in a rural Caledon.

Farmhouse along Humber Station Road, facing north.

3.2.2 SURROUNDING LAND USES

New developments in greenfield areas should be designed as complete communities that provide jobs, housing, transit, and recreation opportunities, while supporting individual and community health.

In compact communities, infrastructure costs are lower and greenhouse gas emissions and energy use can be decreased when compared to sprawling development. The overall layout of Humberking Developments will be designed to maximize the use of land, while preserving the proposed Environmental Policy Area (EPA) and encouraging a mix of uses and modes of transportation, delivering a greater density of people in close proximity to active transportation linkages and transit service.

3.2.3 GENERAL STREET/BLOCK PATTERN

Caledon Station's streets are designed to minimize block lengths for easier navigation and walkability, and to create terminating views, vistas and other focal points to achieve an attractive public realm.

Achieving street patterns that limit block lengths, reduce vehicular speeds, and adds to the character of Humberking Developments will promote walkability and is an important means of achieving a significant active transportation network that reduces reliance on vehicular travel within the community.

Both as a means of structuring the community and providing the building blocks for distinctive districts and neighbourhoods, establishing a fine grain street pattern will appropriately respond to a multitude of users and functions.

A particular structural emphasis will be connections to the future Caledon GO Station, ensuring linkages and view corridors are reinforced through street orientation, attractive built form and block permeability.

3.2.4 BUILT FORM CHARACTER OF SURROUNDING AREA

Drawing architectural inspiration from heritage buildings located within various hamlets of Caledon offers several benefits when designing the built form of Humberking development. Incorporating elements inspired by local heritage celebrates and preserves the community's cultural identity and historical significance. This approach creates a sense of continuity and connection with the past, fostering rootedness and pride in the community's history.

By paying homage to the unique character and craftsmanship of the region's heritage structures, the integration of heritage elements into the built environment helps create a distinct and authentic sense of place, ensuring that Humberking development reflects the local context and maintains its cultural heritage. Additionally, incorporating architectural features from heritage buildings adds visual interest and aesthetic appeal to the new development. The blend of old and new creates a visually striking and harmonious streetscape, enhancing the overall attractiveness and desirability of Humberking development as a place to live, work, and visit. Moreover, integrating heritage-inspired architectural features promotes sustainable development practices.

3.2.5 TRANSPORTATION NETWORKS

Caledon Station's integrated community transportation network, including pedestrian friendly streets and blocks contribute to the neighbourhood structure, providing access to amenities within walking distance. This integrated network promotes an active lifestyle through bike lanes, trails, and a connected proposed EPA, parks and open space system.

Given the proposed development is being located at the busy intersection of Humber Station Road and King Street, it will be designed to have access to a variety of transportation networks, including the future GO Rail Line and local bus route connections.

As well, Humber Station Road being adjacent to the future Transit Hub, and will allow opportunities for mix of residential, commercial, office and service amenities. Although a major collector road with higher capacity vehicular requirements and bus transit connections, Humber Station Road will be designed as a complete street with bike lanes, substantial pedestrian realm and built form with reduced setbacks that help frame the street and reduce its perceived scale.

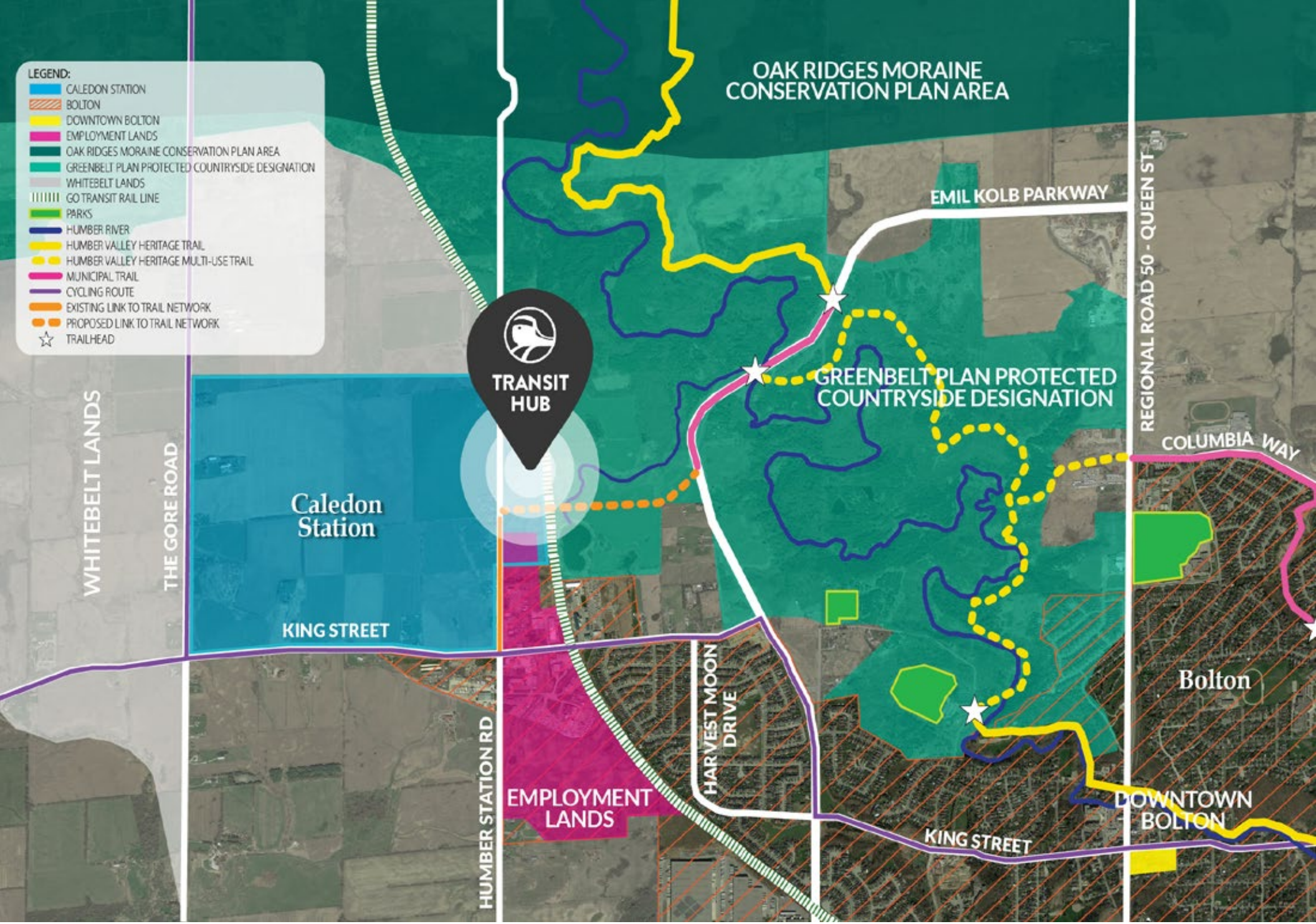


Figure 5: Regional Trail System

3.2.6 RELATIONSHIPS AND LINKAGES TO PUBLIC OPEN SPACES

3.2.6.1 PARKS

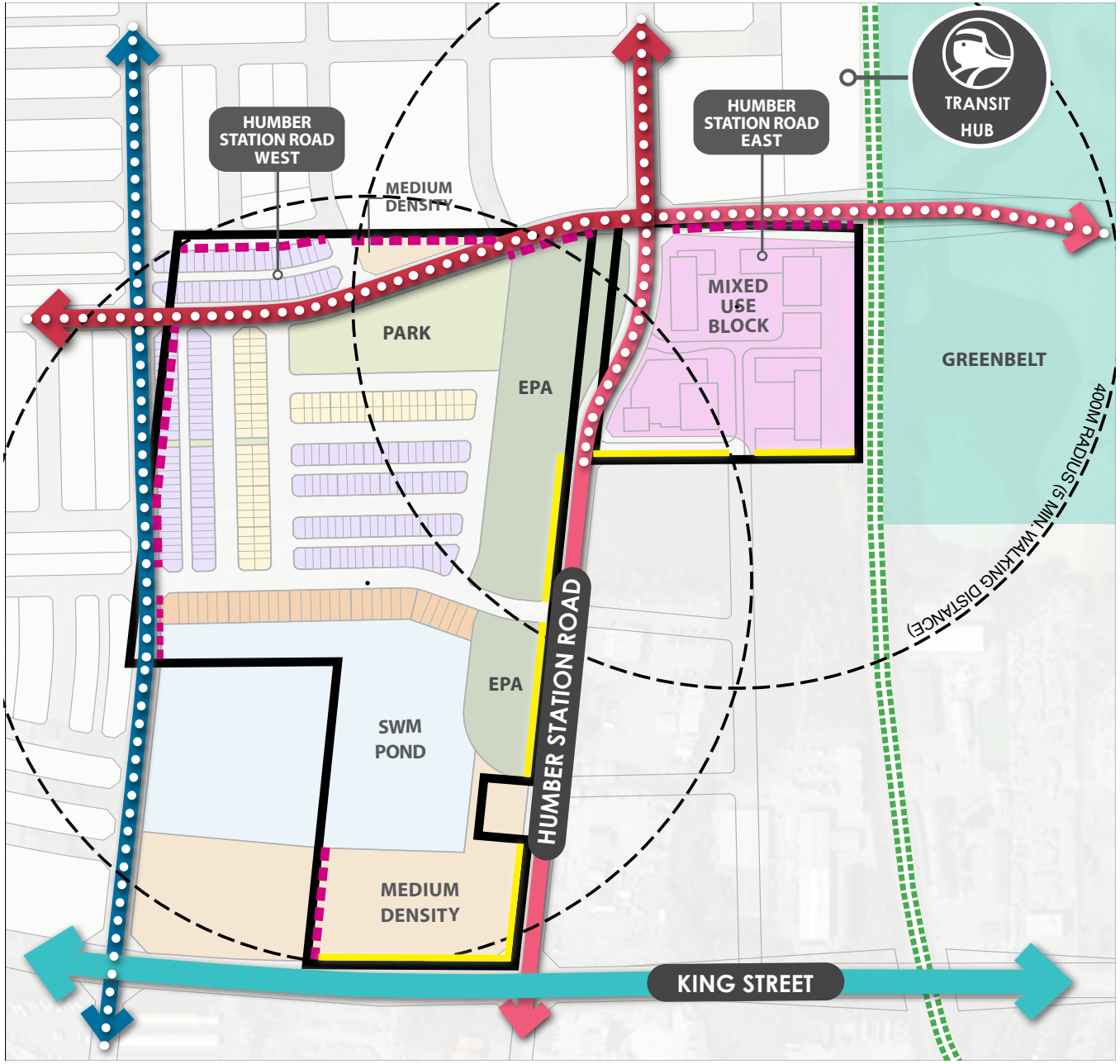
Caledon's cultural heritage places a significant value on the role of parks, which serve as integral components of the community's cultural and recreational fabric. These green spaces not only provide opportunities for relaxation and leisure but also act as connectors that bridge neighborhoods with their natural surroundings. When designing the park in Humberking, it is crucial to consider various elements that enhance their functionality and align with the community's cultural heritage.

3.2.6.2 ENVIRONMENTAL POLICY AREA (EPA)

The existing EPA within Caledon Station is an essential component of the community's character and the Region's ecological system. One of the primary goal's of the development is to preserve the existing natural environment and achieve environmental objectives and targets related to wildlife habitat, community diversity, and water management. Protecting the proposed EPA in Caledon Station will help to ensure an ecologically diverse, healthy and sustainable open space system in an urbanized setting.

Parks provide accessibility to a wide range of users, promoting unstructured opportunities for play.

Dwellings flanking onto environmental policy areas can emphasize these spaces as key features of the community.



LEGEND

- DEVELOPMENT BOUNDARY
- GO TRANSIT RAIL LINE
- EXISTING REGIONAL ARTERIAL (30.0M)
- EXISTING TOWN ARTERIAL (26.0M)
- PROPOSED TOWN ARTERIAL (26.0M)
- PROPOSED MULTI-MODAL RING ROAD (22.0M)
- PROPOSED TOWN COLLECTOR ROAD (22.0M)
- INTERNAL STREETSCAPE PRESENCE
- EXTERNAL STREETSCAPE PRESENCE
- RESIDENTIAL
- MIXED USE
- MEDIUM DENSITY
- PROPOSED ENVIRONMENTAL POLICY AREA (EPA)
- OPEN SPACE / PARK
- VISTA BLOCK
- GREENBELT LANDS
- STORMWATER POND

Figure 6: Opportunities & Constraints

There os opportunity for parks with innovative elements to be successfully integrated within more traditional park designs.

3.3 OPPORTUNITIES & CONSTRAINTS

The subject lands present a set of opportunities and constraints related to the development's location, contextual issues, as well as design policies that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban and architectural design.

The following opportunities and constraints will be considered during the design and development of the subject lands:

- Neighbourhood Connector - utilize existing street fabric for neighbourhood linkages and to surrounding open spaces;
- Internal Vehicular Connection - create safe and logical internal vehicular connections;
- External Pedestrian Connections - create opportunities for direct links with existing pedestrian circulation routes;
- Internal Pedestrian Connections - create safe and logical pedestrian connections throughout the proposed development, including access to the swm pond, EPA, and park;
- EPA Lands - protect and enhance existing topographical and natural heritage features and areas, and their associated ecological functions.

3.4 SUMMARY OF SITES

The proposed Humberking development lands comprising of two sites, namely the Humber Station Road West and Humber Station Road East are located in the southeast corner of the Caledon Station community in the Town of Caledon. The subject lands will be an integrated neighbourhood that is intended to encompass a variety of open space features including a park, swm pond, and EPA that will be connected to the existing and surrounding naturalized areas.

Various architectural forms within the Humberking development shall provide a harmonious mix of attractive architecture , incorporating both traditional/ heritage and modern/contemporary influences.

SECTION 4
DESIGN EXCELLENCE

4.1 CHARACTER OF PROPOSED DEVELOPMENT

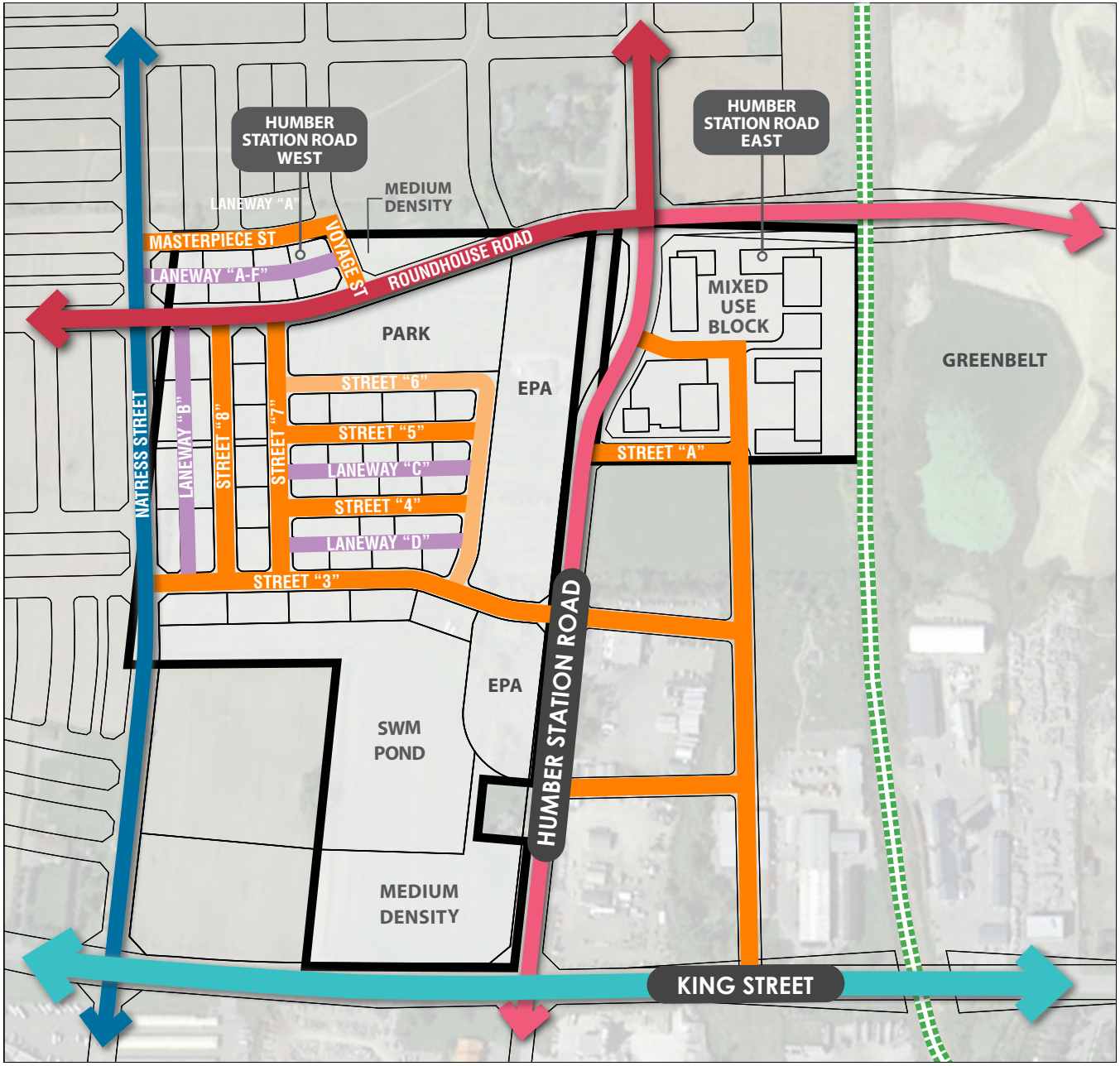
A high quality built form character will be promoted by utilizing architectural treatments that create exceptional visual interest, promote vibrant pedestrian environments and help to foster a distinctive identity for Humberking Developments as an attractive, cohesive and sustainable neighbourhood within Caledon Station.

The Town of Caledon's history and heritage will serve as inspiration for the development of architectural styles and themes for the neighborhood area. Derived from tradition-inspired architecture, the built form character will be adapted to suit a modern context, with contemporary architectural styles envisioned in the mixed use residential at grade commercial core as well as throughout low and medium density areas of the development.

The proposed development shall have distinctive and well-designed buildings, employing durable, high-quality, environmentally responsible materials that support the intended architectural character of the building.

A visually attractive selection of exterior colours and materials will be chosen for each building as well as for groupings of buildings within the streetscape. Colour schemes and material selections will therefore be carefully coordinated for visual harmony and for consistency to create a vibrant streetscape appearance.

Character of Humberking shall be adapted to suit modern context needs of the while taking inspiration from history and heritage present in Town of Caledon.



LEGEND

- DEVELOPMENT BOUNDARY
- GO TRANSIT RAIL LINE
- REGIONAL ARTERIAL (30.0M)
- TOWN ARTERIAL (26.0M)
- MULTI MODAL RING ROAD (22.0M)
- TOWN COLLECTOR ROAD (22.0M)
- LOCAL ROAD (18.0M)
- WINDOW ROAD (16.0M)
- LANEWAY (8.0M)

Figure 7: Proposed Street Network

4.2 CIRCULATION

4.2.1 STREET NETWORK & HIERARCHY

A well-defined and connected network of streets forms the backbone of the neighborhood, providing safe and convenient movement for pedestrians, cyclists, and vehicles, while also serving as a communal space for social interaction. The road network for the subject lands is designed in response to the site's topography, natural features, and existing residential areas along the community's edges.

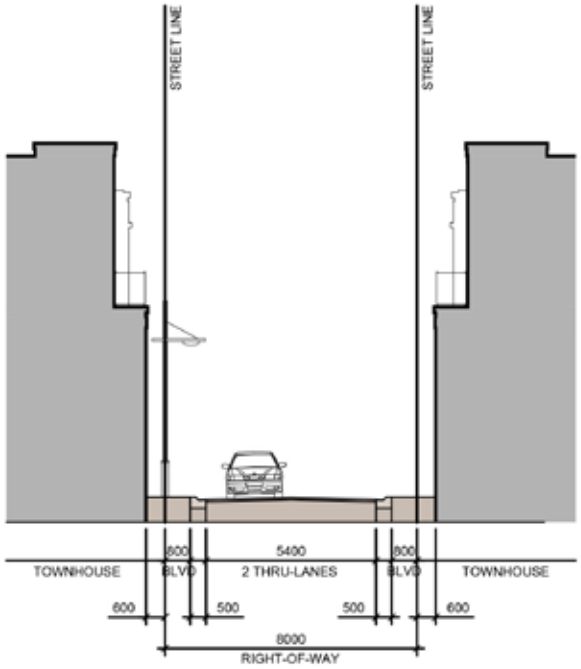
Local roads are specifically designed to create a pedestrian-friendly environment and ensure connectivity throughout the community. Collector roads, on the other hand, serve to bring residents into the community and connect them to key focal points like parks, open spaces, and stormwater management ponds. The proposed layout aims to facilitate movement and circulation, support accessibility, and promote a safe, pedestrian-oriented lifestyle, with an emphasis on creating terminating views, vistas, and focal points.

In Caledon Station, a well-defined and logically connected hierarchy of streets plays a crucial role in shaping the community's character. This hierarchy supports the easy movement of pedestrians, cyclists, and vehicles, while also serving as a social space. The proposed road layout and compact right-of-way design are intended to enhance circulation, support accessibility and transit ridership, and encourage active and passive resident lifestyles.

Being part of Caledon Station, the subject site's compact right-of-way (ROW) offers numerous benefits, including reduced land use, lower construction and maintenance costs, improved safety, increased connectivity, and promotion of sustainable transportation. Special attention will be given to the future Caledon GO Station, emphasizing strong community linkages and circulation through thoughtful street orientation and connection opportunities.

The proposed community road hierarchy and transportation network will consist of:

- External Major Roads (Medium Capacity Arterial);
- Major Collector Roads;
- Multi-Modal Mobility Ring Road;
- Local Roads; and
- Laneways.



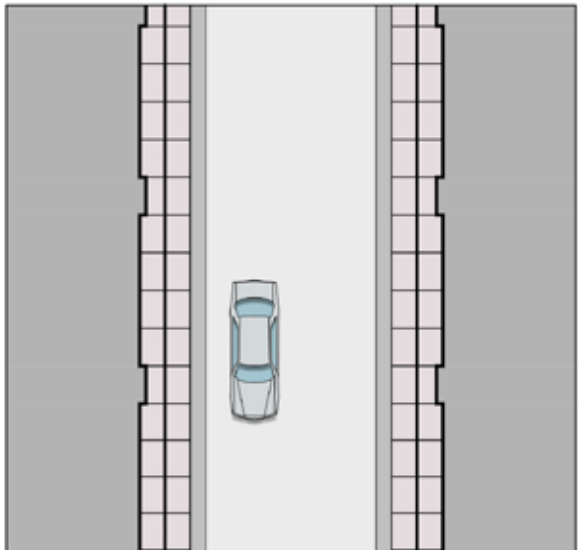


Figure 8: Laneway ROW

4.2.2 LANEWAY (8.0 M)

Rear access lanes provide access to garages and parking spaces at the rear of properties. They are typically associated with attached housing and some apartment style housing. Whilst their primary function is one of access, they also play an important communal role as “shared” community spaces for the participating residents, and are part of a wider network of connections for the local community. Public and private laneways will therefore be used in key areas of Caledon Station to help create a high quality public realm, attractive streetscapes and compact built form. Through the relocation of driveways and garages from the fronts of buildings to their rear, laneways will help reduce the presence of garages and cars within the community streetscape.

To ensure a good design outcome for rear lanes, the following design principles are proposed:

- Laneways will mostly be proposed for townhouse dwellings and situated along primary roads where direct driveway access would impact the function of higher order roads;
- Soft landscape (sod, planting etc.) shall be avoided within the laneway ROW;
- Gateway buildings should be provided at the entrance point to rear lanes, to overlook the laneway. These may take the form of individual buildings or loft apartments over garages and not that of a separate dwelling;
- A typical laneway width will be 8.0m. However, at elbow street conditions the laneway will be 10.0m to accommodate maintenance and additional circulation; and
- The principle of providing diversity in housing within Caledon Station will extend to the treatment of buildings and landscaping in rear lanes. Buildings will exhibit diversity in design, materials, colours, textures and finishes, with designs complementary to the character of the neighbourhood.

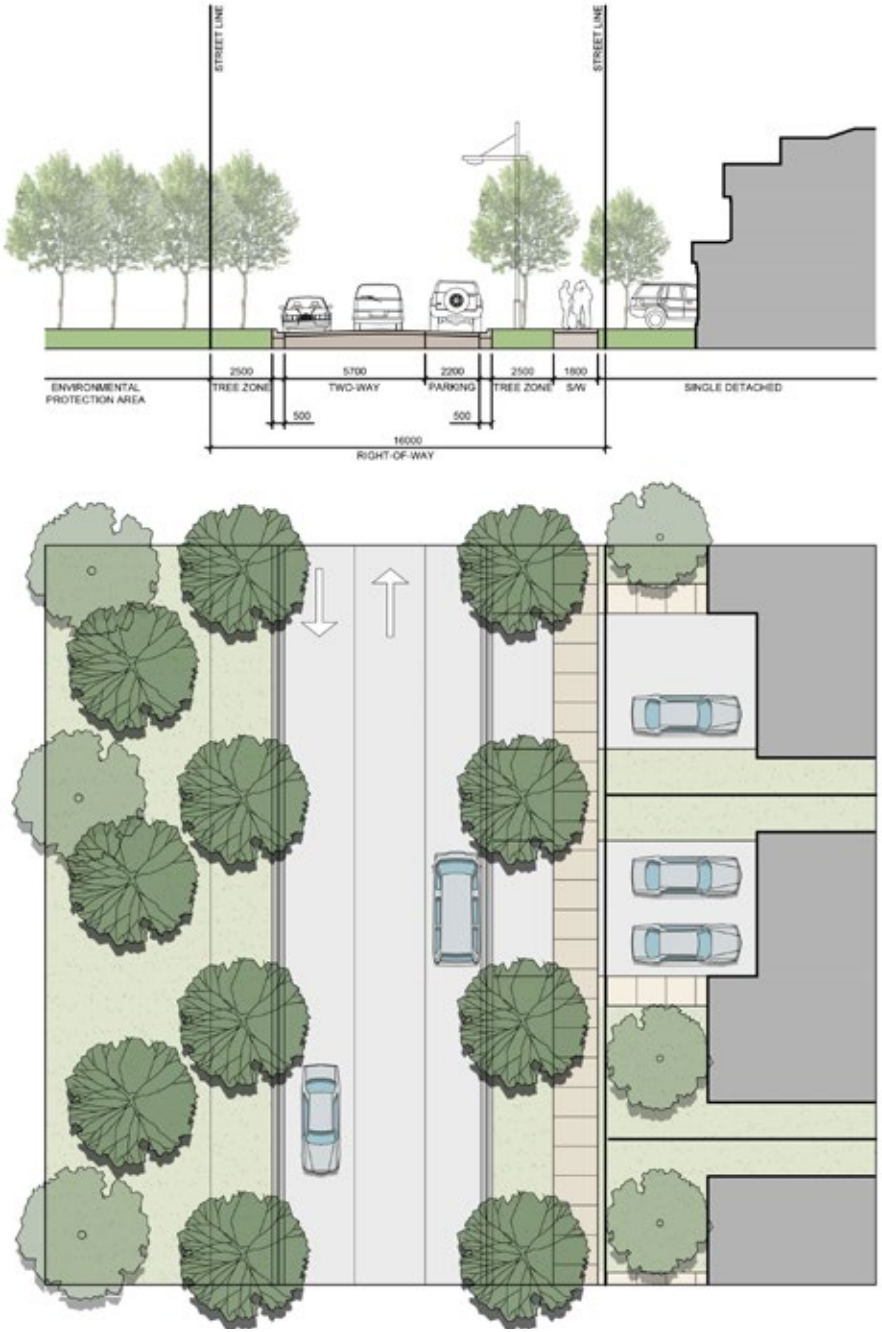


Figure 9: Window Road ROW

4.2.3 WINDOW ROAD (16.0 M)

Window streets can provide a unique and engaging view into a community, allowing residents and visitors to observe and interact with the daily life of the area. This can help create a sense of connection and community pride, as well as promote a sustainable and livable environment. Additionally, these streets can help reduce vehicle traffic and promote alternative modes of transportation such as cycling and walking, helping to create a more sustainable and livable community.

By incorporating thoughtful street design elements such as pedestrian walkways, and green spaces, window streets can become a focal point of the community and promote social interaction and engagement.

As shown in Figure 9, a window street is located along a parkette and Environmentally Protected Area which runs parallel to Humber Station Road.

Typical roadway cross-section will include:

- Sidewalks on one side of the street;
- One lane in each direction;
- On-street parking on one side of the street; and
- Row of street trees on both sides of the street.

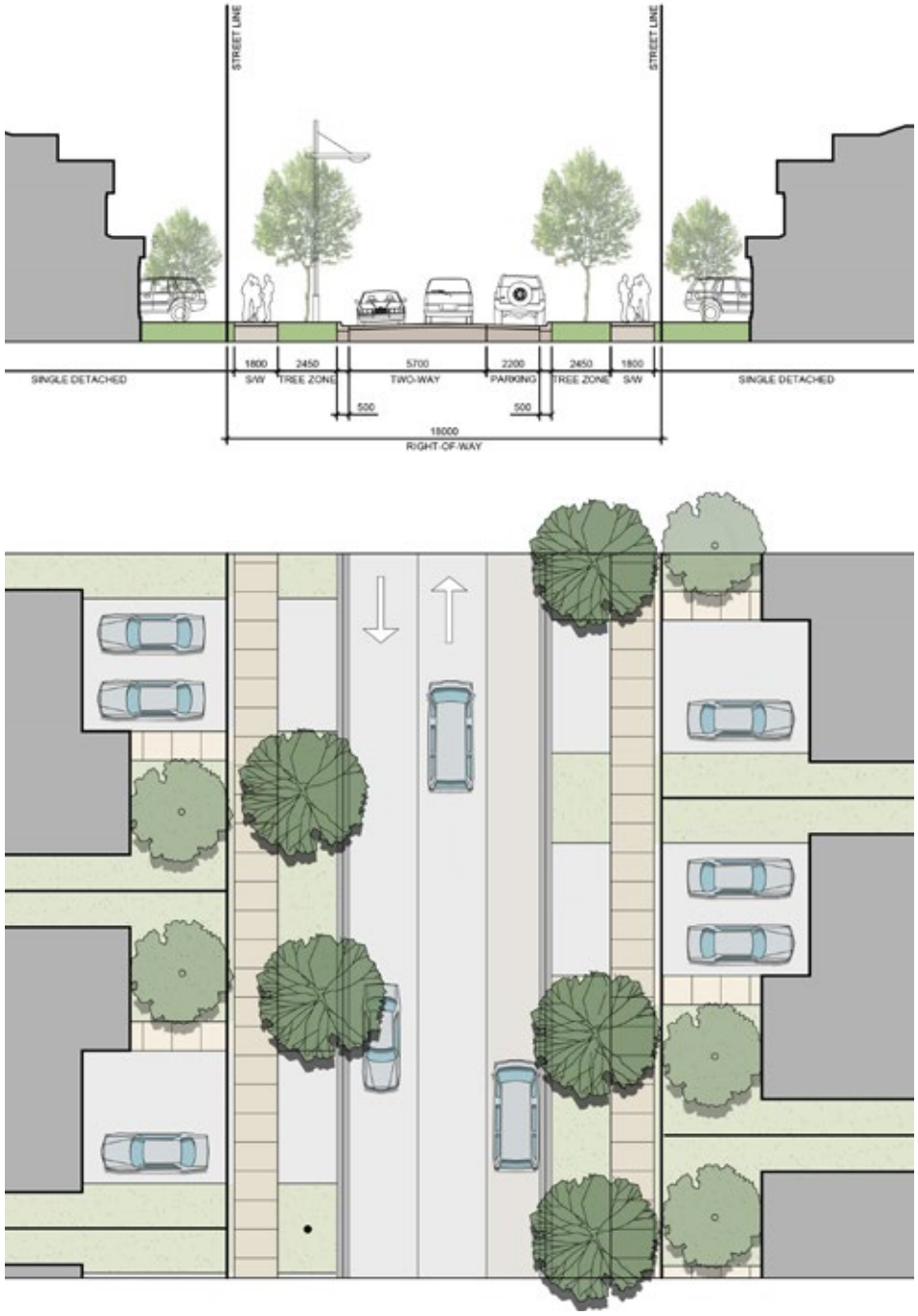


Figure 10: Local Road ROW

4.2.4 LOCAL ROADS (18.0 M)

Local Roads serve various neighbourhood districts within Caledon Station, and are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic.

The character of these local roads is heavily influenced by the surrounding area. Adjacent forms such as low and medium density residential, mixed-use buildings, neighborhood commercial spaces, employment areas, as well as parks and open spaces, all play a role in shaping the overall character of the local right-of-way, which in turn contribute to the overall feel and function of the neighborhood or district.

Typical roadway cross-section within a residential context will include:

- Sidewalks on both sides of the street;
- One lane in each direction;
- On street parking on one side of the street; and
- Row of street trees on both sides of the street.

Note: The location of LIDs is subject to further discussion at detailed design stage.

Figure 11: Town Collector Road ROW-Transit Street

4.2.5 TOWN COLLECTOR ROADS (22.0 M)

In an effort to create a more efficient and effective transportation system, the Transit Street is set to become a major part of the multi-modal ring road. Located directly adjacent to the Transit Hub and future GO Station, this route will provide easy access for commuters and help reduce congestion. The transit street will also help increase safety for pedestrians, cyclists and other commuters by providing designated lanes for all modes of transportation.

The pedestrian scale of the Transit Street will be an inviting and comfortable experience for visitors and locals alike. With attractive streetscape elements like wider footpaths, landscaping, benches, pick up and drop off lane, the Transit Street will create a sense of place that encourages walking connections throughout the Transit Hub. Additionally, these elements will help to seamlessly integrate the station and its associated right-of-way into the wider fabric of the Hub.

Typical roadway cross-sections will include:

- Pick up and drop off lane on one side of the street
- One travel lane in each direction;
- Bus stop on one side of the street;
- Sidewalks on both sides of the street;
- Street trees along boulevards with raised curb stormwater management planters.

Note: The location of LIDs is subject to further discussion at detailed design stage.

Figure 12: 22.0m Multi-Modal Ring Road ROW

4.2.6 MULTI-MODAL RING ROAD (22.0 M)

The implementation of a multi-modal ring road in Caledon Station stands as a significant and transformative initiative, aligning with the principles of transit-oriented development and enhancing the overall transportation system of the community. This comprehensive ring road will seamlessly connect all neighborhoods within Caledon Station, serving as a vital link for cyclists and micro transit riders. By providing direct and convenient connections to the station, transportation hub, and various points throughout the community, the multi-modal ring road will greatly enhance accessibility and mobility for residents.

The construction of this ring road marks a milestone in transportation infrastructure within Caledon Station. With its extensive coverage of all districts and neighborhoods, residents can anticipate faster commutes, improved access to workplaces, educational institutions, recreational destinations, and other points of interest. Moreover, the inclusion of multi-modal options ensures that the road accommodates various transportation modes, fostering a more sustainable and inclusive transportation environment.

Furthermore, the multi-modal ring road has the potential to expand in the future, accommodating the development of the 2051 Urban Area as outlined in the Region of Peel Official Plan and Caledon's 'Future Caledon' Official Plan. This forward-thinking approach facilitates future growth and ensures that the transportation infrastructure remains adaptable and responsive to the evolving needs of the community.

Typical roadway cross-sections include:

- Sidewalks on one side of the street;
- A multi-use path on one side of the street;
- On-street parking on one side of the street;
- One travel lane in each direction; and
- Row of street trees on both sides of the street.

Note: The location of LIDs is subject to further discussion at detailed design stage.

Figure 13: 26.0m Major Collector Road ROW - Humber Station Road

4.2.7 TOWN ARTERIAL (26.0 M)

The presence of town arterials has had a profound impact on Caledon Station, playing a vital role in connecting residential areas, parks, employment centers, and the future Caledon GO Station. These roads serve as essential conduits that facilitate efficient access to key community functions and contribute to the overall transportation infrastructure of the area.

4.2.7.1 HUMBER STATION ROAD

Acting as one of the primary connection routes into Caledon Station and the Transit Hub, the southern end of Humber Station Road will be lined with ground level commercial, office and service amenities, with mid-rise and low-rise residential toward the northern end of the road. It will be a comfortable pedestrian scale with attractive streetscape elements that will encourage walking connections and better integrate the future GO Station into the urban fabric.

As a town arterial, Humber Station Road has been designed as a complete street with pedestrian realm and built form to improve connectivity for transit. This design will reduce the setbacks along the road, creating an active urban village atmosphere with enhanced walkability and safety. With this design, Humber Station Road will provide an efficient and enjoyable transit experience for commuters, pedestrians, and cyclists alike.

Typical roadway cross-section for Humber Station Road includes:

- Sidewalks on both sides of the street;
- One travel lane in each direction, with a left turn lane in the middle;
- Cycle tracks in each direction; and
- Street trees along boulevards with raised curb stormwater management planters.

Note: The location of LIDs is subject to further discussion at detailed design stage.

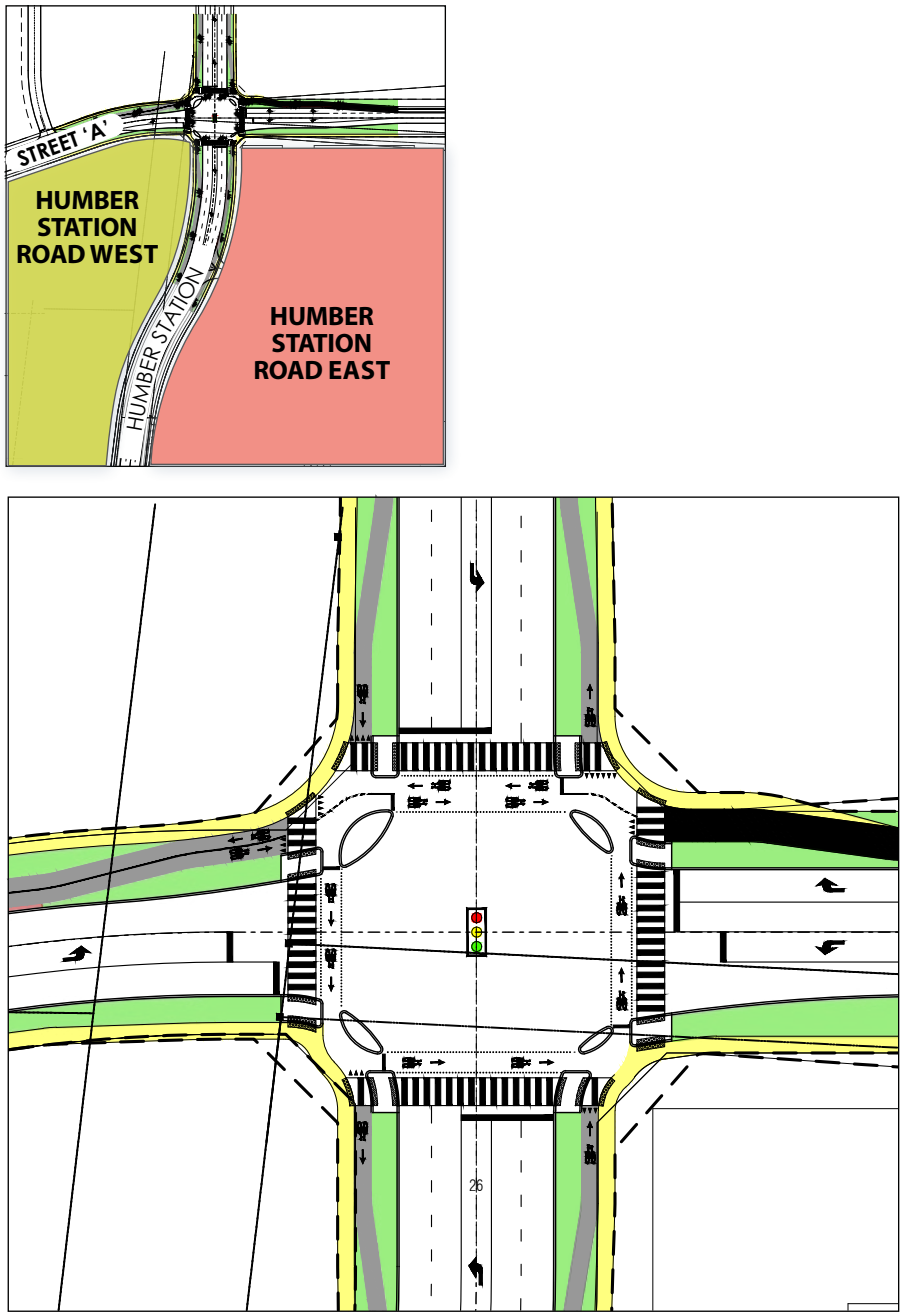


Figure 14: Intersection of E-W Connector and Humber Station Road ROW

4.2.7.2 EAST-WEST CONNECTOR ROAD

The western end of the East-West Connector Road serves as the main access road to Caledon Station from Emil Kolb Parkway, aptly named for its location on the eastern side of the community. As a Town Arterial, the East-West Connector Road will connect Caledon Station to the wider trail system, offering residents and visitors alike the opportunity to explore the beautiful terrain located north of the community. This easy access to trails will allow individuals to immerse themselves in the surroundings and appreciate the natural beauty of Caledon.

The typical roadway cross-section for the East-West Connector Road includes sidewalks on both sides of the street, one travel lane in each direction with a left turn lane in the middle, cycle tracks in each direction, and street trees along boulevards with raised curb stormwater management planters.

The proposed intersection for the East-West Connector Road and Humber Station Road aims to be functional, safe, and attractive for all users. Major multi-modal intersections are often over-designed and challenging for motorists and pedestrians to navigate. To ensure the intersection works for everyone, designers must carefully consider intersection geometry, signal timing, and traffic volumes. By balancing these elements, the hierarchy of street users can be clarified, enhancing safety and legibility.

A functional, safe, and attractive multi-modal intersection should include a compact design with minimized unused space, pedestrian safety islands to eliminate channelized right-turn lanes and control speed, curb extensions, tight corner radii, cycle tracks, accommodation for cyclists through full signalization or mixing zones, and intersection crossing markings.

From a transportation perspective, the design of the multi-modal intersection at Humber Station Road and Street A as part of the Humberking developments recommends several adjustments: further right-of-way widening to accommodate the design, alignment of the secondary access with the road on the south and setback building footprint, designation of the primary access as a right-in/right-out only access requiring wider pavement at the access point to accommodate truck maneuvers, and setback of the building footprint along the East-West Connector Road to avoid conflicts with the right-of-way under the overpass structure.

Street design will facilitate a safe and multi-modal use that supports connections throughout the community and surrounding areas.

4.2.8 PUBLIC REALM DESIGN

As one of the character roads located within Caledon Station, the multi-modal loop road is located along the northern boundary of Humberking developments. This character road in Caledon exemplifies a multi-modal transportation corridor that harmoniously blends functionality with local charm. It serves as a model for enhancing connectivity, promoting sustainable transportation, and fostering a strong sense of place within the Caledon Station community.

This character road will features wide, tree-lined sidewalks adorned with pedestrian scaled streetlights and inviting benches, creating an inviting atmosphere for pedestrians. Dedicated cycle tracks wind alongside the road, encouraging cyclists to explore the scenic surroundings which include the EPA along Humber Station Road. In addition, bike-sharing stations, bus stops and shelters will be strategically placed along the loop for convenient access, promoting eco-friendly commuting options.

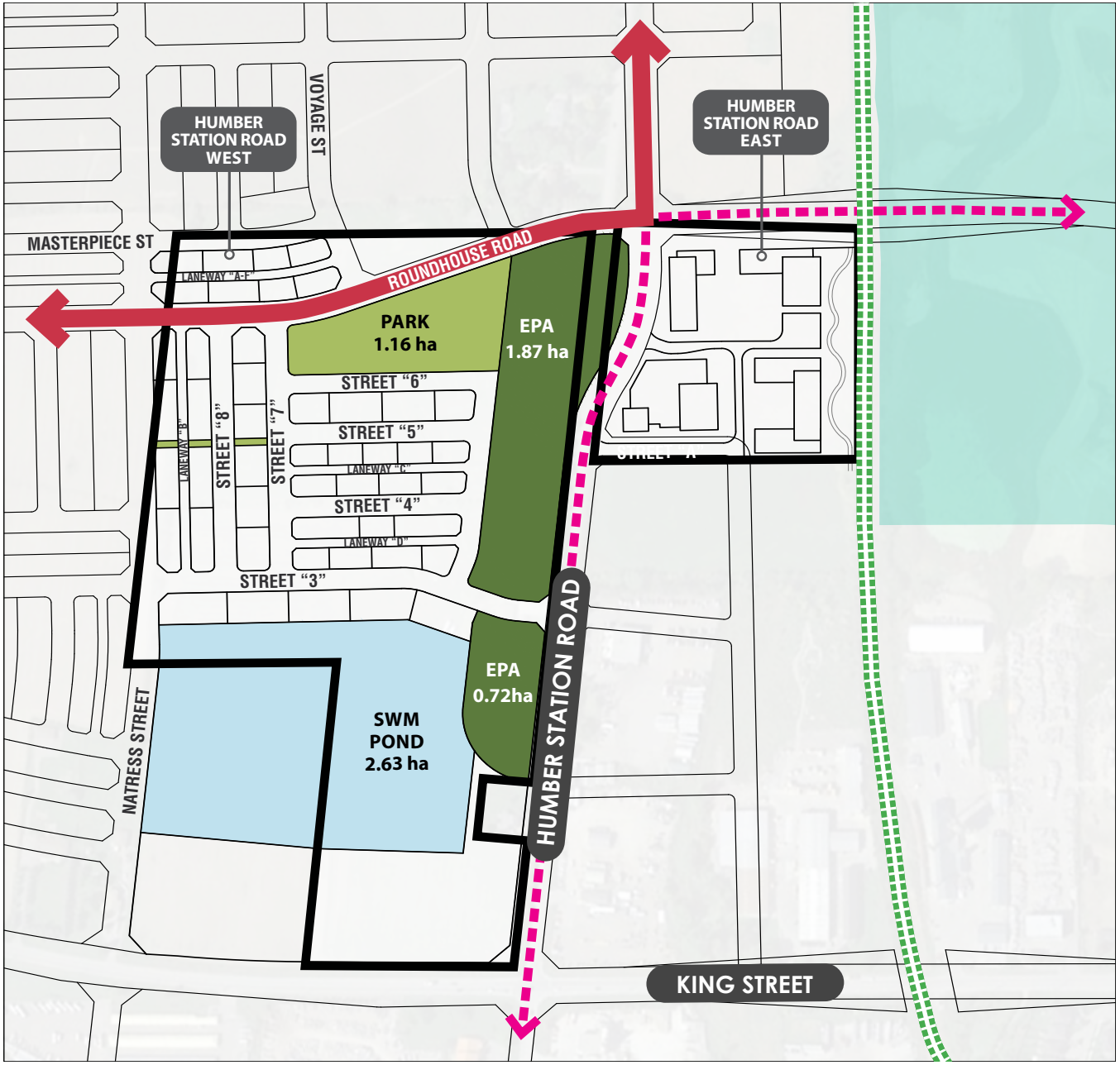
This multi-modal street also incorporates a diverse range of land uses along its edges, ensuring a dynamic and balanced urban environment. In the context of Humberking developments, this includes residential areas, a public park, and essential community amenities.

The residential properties along the street will be thoughtfully designed with architectural elements that are acutely aware of the street's prominent visibility within the community. This design approach is intended to not only make a statement but also foster a profound sense of community among its residents. Architectural features and aesthetics will be carefully considered to create a harmonious streetscape that reflects the street's significance as a central thoroughfare. This might include facades that incorporate local design motifs or materials, building orientations that maximize natural light and views, and landscaping that enhances the overall visual appeal. This approach seeks to create a lasting impression that reinforces the idea that this street is more than just a passageway; it is a defining feature that unites the community.

To prioritize safety and reduce vehicular presence, the street shall also minimize driveways along its route. This design approach not only improves traffic flow but also enhances pedestrian and cyclist safety.

Meanwhile, the strategically placed park and green spaces will break up the urban landscape, offering recreational opportunities and spaces for relaxation. The Environmental Protection Areas (EPAs) positioned alongside the eastern edge of (insert project name) will serve as vital green buffers, preserving local ecosystems and providing unobstructed views into the neighborhoods south of the character road.

KEY MAP



LEGEND

- DEVELOPMENT BOUNDARY
- GO TRANSIT RAIL LINE
- HUMBERLINE TRAIL
- MULTI-MODAL RING ROAD (22.0M)
- PARK / PARKETTE
- PROPOSED ENVIRONMENTAL POLICY AREA (EPA)
- STORMWATER MANAGEMENT POND

Figure 15: Open Space Plan

Trails and pathways connecting to public open spaces such as parks enhance the overall connectivity and accessibility of the community, encouraging active and healthy lifestyles while fostering a sense of community and belonging.

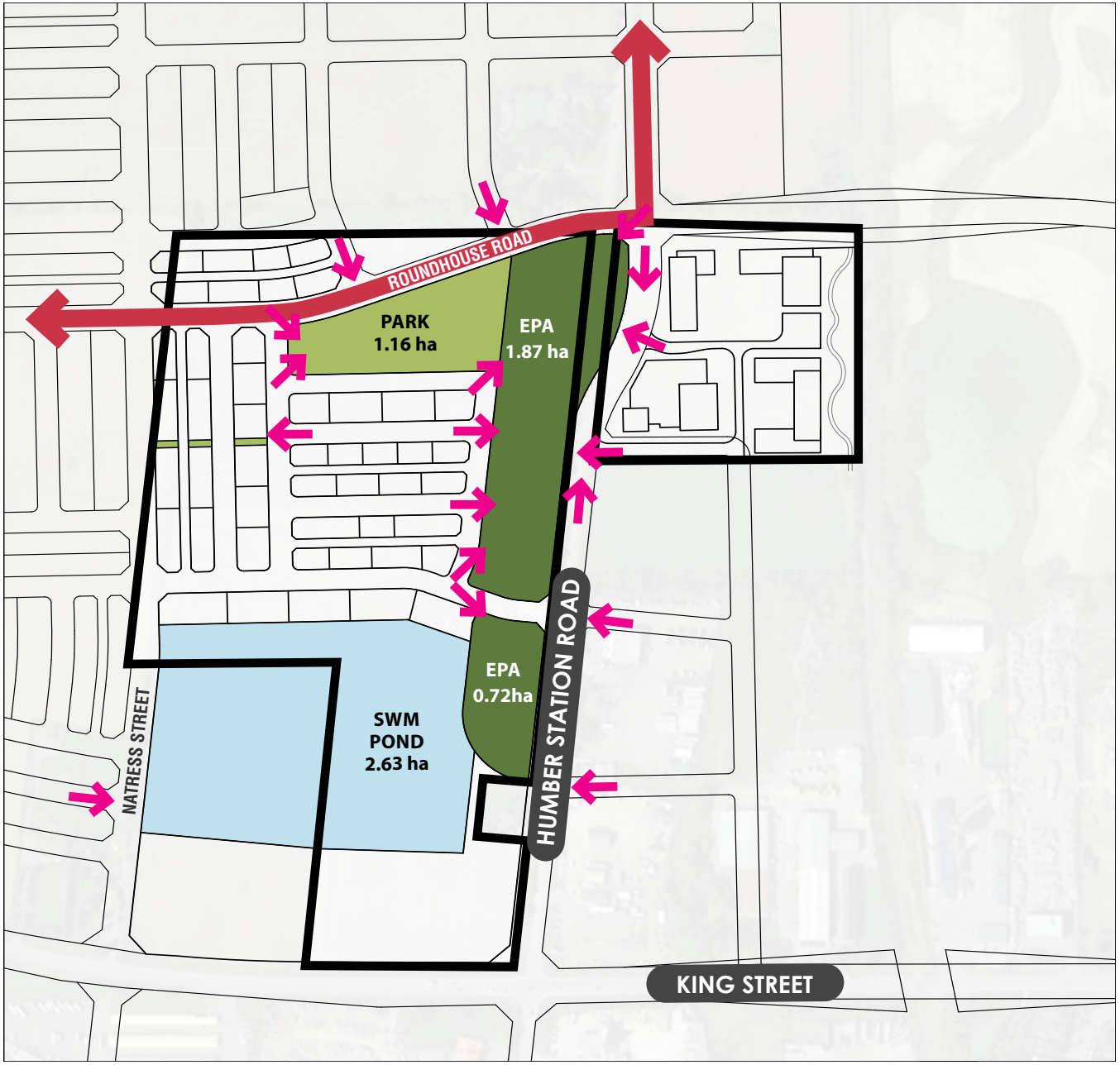
4.2.9 OPEN SPACE NETWORK

The proposed EPA lands provide opportunities for trail linkages, natural viewsheds, and environmental preservation, as well as accommodating stormwater management facilities.

The subject lands will be made up of an integrated open space system with linkages between the proposed EPA, neighbourhood park, and an expansive SWM pond. These linkages shall support an integrated network of pathways and trails connecting the proposed EPA and public and private open spaces throughout the community.

Open spaces can provide spaces for all ages for passive and active recreation.

KEY MAP



LEGEND

- DEVELOPMENT BOUNDARY
- GO TRANSIT RAIL LINE
- POTENTIAL VIEWS
- PARK / PARKETTE
- PROPOSED ENVIRONMENTAL POLICY AREA (EPA)
- STORMWATER MANAGEMENT POND

Figure 16: Views & Vistas

Views and Vistas should be designed to enhance permeability through the community and to promote connectivity between its open spaces and parks system.

4.2.10 VIEWS & VISTAS

View sheds are defined as publicly accessible viewing opportunities either along a road ROW, a trail network, or an open space block (neighbourhood park, SWM pond). The quality and character of the resulting view opportunity can be described as either long / expansive views, which typically afford an extensive vista or longitudinal view over a large distance, or short views, which are usually framed by a woodland edge or have built community features (roads, built form, etc.) in the background. They provide a more intimate and focused experience, drawing attention to specific details or areas of interest. Short views may showcase the beauty of a wooded area, highlight architectural features of buildings, or frame community amenities like roads or public spaces. These views add depth and variety to the visual experience, enriching the overall character of Humberking Developments.

Capitalizing on the presence of the proposed EPA, stormwater pond, and the park, strategic viewshed opportunities have been integrated into the subject lands through the adaptation of the following principles:

- Streets have been oriented to maximize views towards open space features;
- Emphasis has been placed on providing access points to natural features by locating pedestrian amenities such as seating areas; and
- Architectural built form shall be located, oriented, and designed to maintain or emphasize views.

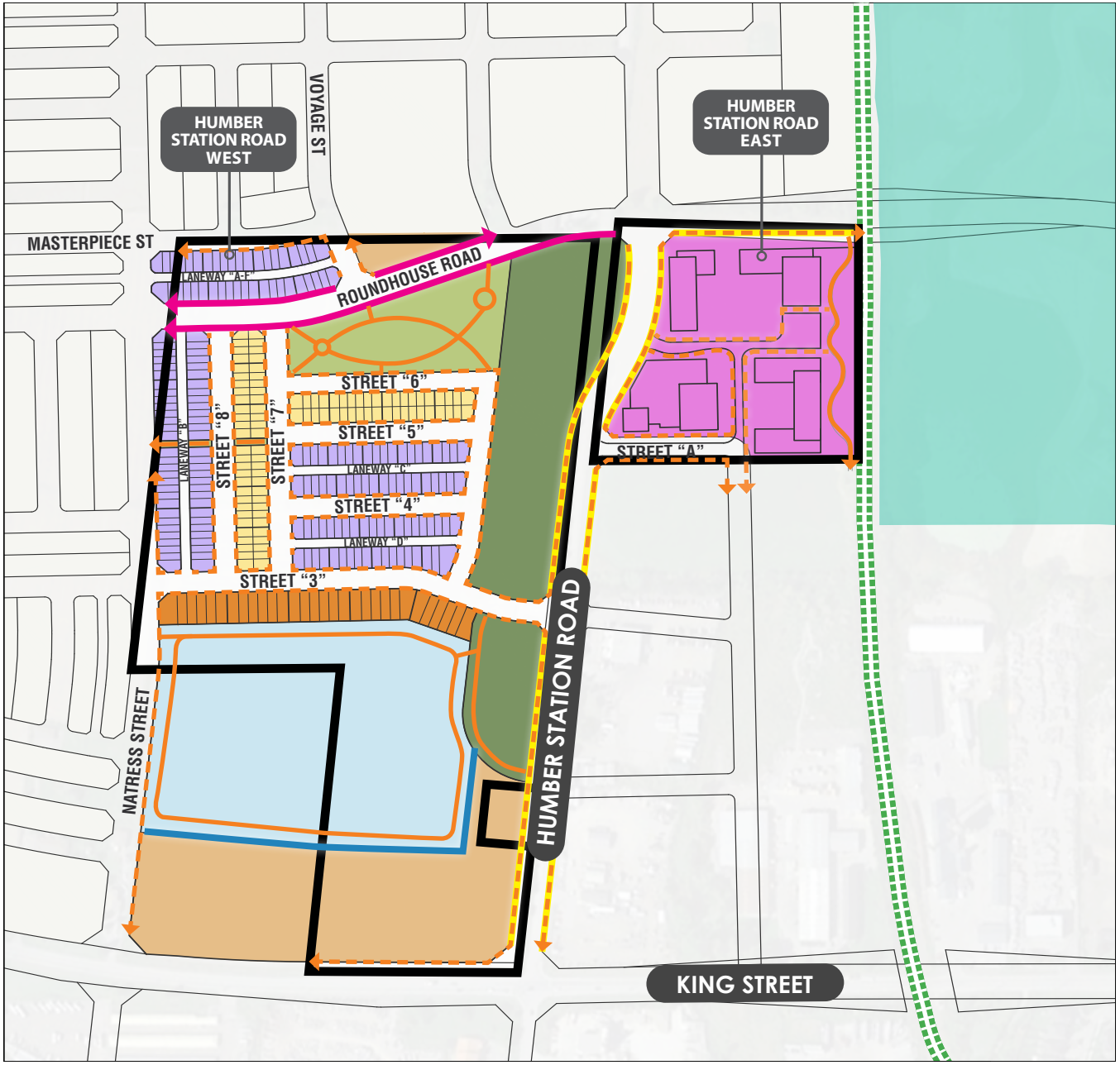


Figure 17: Proposed Pedestrian Circulation Plan

Streets should be designed to be compact for easier navigation and walkability, and to create terminating views, vistas and other focal points in an effort to achieve an attractive public realm.

4.2.11 PEDESTRIAN & CYCLING CIRCULATION

Safe, direct, and logical pedestrian connections are fundamental elements of any new residential development. Sidewalks shall be associated with the road network and connect to designated open space amenity areas. In compliance with the Town's Guidelines, sidewalks shall be located, at minimum, on one side of the street, in order to ensure a comfortable pedestrian environment and provide a social interaction space for residents. Additionally, there is an opportunity to connect the proposed open spaces including the park, the EPA, and the SWM pond within the Humberking development on the west side of Humber Station Road.

Safe and logical connections shall be provided to the surrounding streets, Humber Station Road and King Street. All sidewalks within the development site shall consist of broom finished concrete and be a minimum of 1.5m width. Provide direct, safe and continuous pedestrian pathways buffered with landscaping linking major destinations, including parks and open spaces.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 4 of the Caledon Station Community Design Guidelines for more information.

4.2.12 VEHICULAR CIRCULATION

Vehicular access into Humberking Developments will primarily occur from Gore Road (Highway 8) and King Street West. In addition to the planned network of major, minor collectors, and local roads, the proposed active-transportation linkages along streets will include bike lanes on major/minor collector roads and the multi-modal loop road, connecting each neighborhood to local amenities, the Caledon GO Station, and the community as a whole.

To ensure pedestrian safety and convenience, direct sidewalk connections will be provided to Humber Station Road and King Street, minimizing conflicts between pedestrians and vehicles. Pedestrian crossing areas will be distinguished by alternative paving materials with color and/or textural changes to provide visual cues to drivers, aiding in traffic calming efforts. Additionally, bike parking locations will be strategically placed with convenient access to building entrances, encouraging and facilitating cycling as a mode of transportation within the development.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 4 of the Caledon Station Community Design Guidelines for more information.

Focusing on active transportation modes and creating a road network that prioritizes the needs of pedestrians and cyclists will help create a more equitable and livable urban environment.

4.3 DESIGN CONSIDERATIONS

In accordance with the Town Guidelines, the development aims to achieve a high-quality built form character across all building types. This includes architecture that is diverse and visually appealing, creating a distinctive community with attractive streetscapes. On Street Townhomes and back-to-back townhomes, typically ranging from 2 to 3 stories, are expected to comprise the majority of low-density residential dwellings within the proposed development. These will be complemented by a medium-density apartment block and a mixed-use block.

The following guidelines are intended to supplement the Town's Community and Architectural Design Guidelines, providing additional direction on built form design related to lotting, placement and orientation, driveways and garages, garbage/utilities, fencing, building design, and priority lots. For a comprehensive set of guidelines, refer to the latest enforced Caledon Town-Wide Design Guidelines.

4.4 STREETSCAPE ELEMENTS

Streetscape elements are essential in creating a vibrant and inviting atmosphere in the Humberking development. Lighting fixtures, in addition to providing safety, add a charming ambiance, especially in the evening. Carefully selected site furniture, strategically placed along the streets, offers functional seating and resting spots for both residents and visitors. These elements not only serve practical purposes but also contribute to the unique character and style of the Humberking community.

The integration of these streetscape elements is carefully planned to ensure that public spaces are not only visually appealing but also functional and accessible. Coordinating these elements with the greater Caledon Station community ensures a cohesive design approach, promoting a sense of unity and identity throughout the area. This coordinated effort enhances the overall experience for residents and visitors alike, contributing to the community's livability and charm.

Special character areas and locations with high pedestrian activity should be distinguished by special lighting treatments, creating a unique streetscape character.

4.4.1 STREET LIGHTING

The design and selection of street lighting elements plays a key role in establishing the character of the public realm. As a neighbourhood area, the Humberking developments consideration should be given to aesthetics, maintenance, cost effectiveness, and energy efficiency.

Selection and placement of lighting fixtures shall be in compliance with established Town of Caledon standards, including the Outdoor Lighting Standard Manual (2018). Where there is some flexibility in selection, the following Design Guideline should be considered:

- Coordinate of lighting design (pole and luminaire) that is compatible with the architectural design and other street furnishings to promote a consistent and definable character for Caledon Station;
- Select light poles and luminaires that are appropriate to the site and function to avoid underlit or excessively lit areas and light pollution;
- Lighting utility boxes shall be located to minimize their visibility, in compliance with Town of Caledon standards;
- Selection and placement of lighting fixtures should minimize light encroachment into natural areas to minimize impacts on wildlife;

Lighting should work in harmony with the architectural style of the building ad overall character of the community.

- Selection and placement of lighting fixtures should ensure ‘night sky’ compliance as a component of sustainable design, with illumination directed downwards;
- Opportunities should be considered for renewable energy use, such as solar-powered lighting along park paths and natural trails.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 4.4 of the Caledon Station Community Design Guidelines for more information.

Coordinated streetscape elements within Humberking development that include light standards, waste receptacles, and benches will help to reinforce the character of the community.

4.4.2 STREET FURNITURE

Along with lighting, street furniture will play an important role in defining the streetscape and reinforcing Humberking's neighborhood identity, contributing to the visual appeal and pedestrian comfort of streets and public spaces. All site furniture should be attractive, sturdy, and accessible.

Design guidelines include using a common site furniture palette throughout Caledon Station, reflecting Town of Caledon approved standards. Street furniture should be provided in high pedestrian traffic areas and key open space areas such as parks and stormwater management pond lookouts. Furniture may include benches, waste receptacles, and bicycle racks, rings, or posts, and shall be complementary to the selected street lighting design. The color, material, form, and style of street furniture should be consistent with and complementary to the established design theme for Caledon Station and the districts/neighborhoods. The placement and layout of furnishings shall encourage safe use, maintain all accessibility requirements, and be appropriate to the adjacent built form type and function. These guidelines ensure that street furniture contributes to a cohesive and visually appealing environment, enhancing the overall experience for residents and visitors of Humberking.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 4.4 of the Caledon Station Community Design Guidelines for more information.

4.4.3 UTILITIES

Any utilities and utility-related boxes or structures in Humberking Developments' public or private realm should be designed and sited to minimize their visual impact, where feasible.

For townhouse building forms, utility meters shall be located in the rear lane or screened/recessed into the wall, wherever possible, subject to local utility company requirements. Where possible, utility plants should be located within public or private easements. Utilities required for parks and open space areas will be located within these uses. All other utility boxes/structures are not permitted within or in front of park or open space blocks. Utility companies are encouraged to incorporate graffiti maintenance controls for applicable utility boxes.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 4.4 of the Caledon Station Community Design Guidelines for more information.

Trees in the streetscape create a pedestrian-scaled canopy, adding to Humberking developments' green infrastructure by providing shade, improving air quality, reducing the urban heat island effect, and enhancing the community's aesthetic appeal.

4.4.4 STREET TREE PLANTING STRATEGY

Tree planting is an important aspect of urban design that can enhance the character of neighbourhoods and promote sustainability. When developing a tree planting strategy, it is essential to consider the street type and adjacent land use to ensure that the trees complement the surrounding environment. For example, tree species that are suitable for residential streets may not be appropriate for commercial or industrial areas. Additionally, the placement of trees should be carefully considered to avoid conflicts with infrastructure, such as utility poles and sidewalks.

By developing an effective tree planting strategy, communities such as Caledon Station can enhance their streetscapes, improve air quality, and promote a sense of identity and pride in their neighbourhoods.

The strategy for Humberking Developments will therefore address 5 basic categories for street trees, these include:

- Native / Non-Invasive Trees (Medium or Coarse-Textured Species) – typically located on streets adjacent to natural heritage features, stormwater management facilities and buffers;
- Urban Tolerant Trees (Medium, Coarse or Fine-Textured Species) – typically located within the The Hub where tree grates, raised planters and predominantly hardscape environments characterize the boulevard treatment;
- Ornamental or Flowering Trees (Medium or Coarse-Textured Species) – typically located at significant community / neighbourhood entry points or alongside main gathering areas;
- Medium or Coarse-Textured Trees – typical to all street hierarchy types, including local, collector and arterial roads;
- Fine-Textured Trees – typically located along local streets.

Urban tolerant trees should be used where a hardscape environment characterizes the pubic realm.

DESIGN GUIDELINES:

- The use of native, non-invasive tree species is required for streets and areas adjacent to natural open spaces, including NHS features, buffers and stormwater management ponds;
- Generally, preference shall be given to native species, particularly those tolerant of urban conditions (pollution, salt, drought, soil compaction);
- Avoid planting conditions inherent in many urban environments, which are characterized by minimal soil volumes, poor soil structure, lack of irrigation and improper drainage;
- Ornamental or flowering trees may be considered for key entry streets to help define or emphasize community and neighbourhood gateways;
- Unless otherwise stipulated, street trees shall be located within the grass boulevard between sidewalk and curb, with the intent of creating a prominent, continuous canopy on both sides of the street;
- Trees of the same species are encouraged to be planted on both sides of the street and may extend the length of the block or street, with the objective of creating a uniform canopy;
- To foster greater biodiversity, avoid street tree monocultures that repeat the same species over large areas;
- The selection of proposed street tree species shall be from the Town of Caledon's recommended list;
- Street tree sizes shall comply with Town of Caledon minimum caliper size standards;
- Minimum distance separation between street trees and below and above-ground utilities shall be in accordance with Town of Caledon standards; and
- A hard surface splash strip along the inside of the curb for arterial and collector roads shall be integrated to reduce salt damage to grass boulevards.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 4.4 of the Caledon Station Community Design Guidelines for more information.

Street trees enhance walkable streetscapes by providing shade, improving air quality, and creating a welcoming environment that encourages pedestrian activity and connectivity.

4.4.5 PUBLIC OPEN SPACES

4.4.5.1 NEIGHBOURHOOD PARKETTE

The parkette within the Humberking development will be thoughtfully designed to cater to a wide range of organized and unorganized leisure activities, fulfilling the needs and interests of the neighbourhood to the south as well as the wider community. The parkette, located in close proximity to an Environmentally Protected Area, holds a unique position in celebrating the natural beauty and ecological significance of the surrounding environment. With careful consideration for the delicate balance between human enjoyment and environmental conservation, the design and activities within the parkette will be thoughtfully curated to ensure the protection of the adjacent environmentally sensitive area.

To minimize the impact on the environmental policy area, the parkette will be designed with sustainable practices in mind. This may include using permeable paving materials to reduce stormwater runoff, implementing native landscaping to support local flora and fauna, and incorporating energy-efficient lighting solutions. By embracing environmentally friendly design principles, the parkette will serve as a model for responsible land use and demonstrate the community's commitment to environmental sustainability.

Design Guidelines:

- Use of predominantly soft landscaping to allow for a variety of active and passive uses, including programmed and unstructured uses;
- Planned and designed to reflect each of the four neighbourhood characters;
- Act as a focal point within the neighbourhood, and be sited with frontages on a minimum of two public streets or lanes to promote views and access;
- Playgrounds and/or shade structures (including play structures, swings, etc.) shall be designed as a major focal element of the Neighbourhood Park;
- Although Neighbourhood Parks are neighbourhood focused and within walking distance of the surrounding catchment area, on-street parking within 50-100 metres of the park shall be provided; and
- Park programming will consider a variety of facilities and functions as determined by the Town of Caledon, including junior and senior playground facilities, multi-use play courts, dog runs, park pavilions, seating and entry features, unprogrammed open spaces, etc.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 5.2 of the Caledon Station Community Design Guidelines for more information.

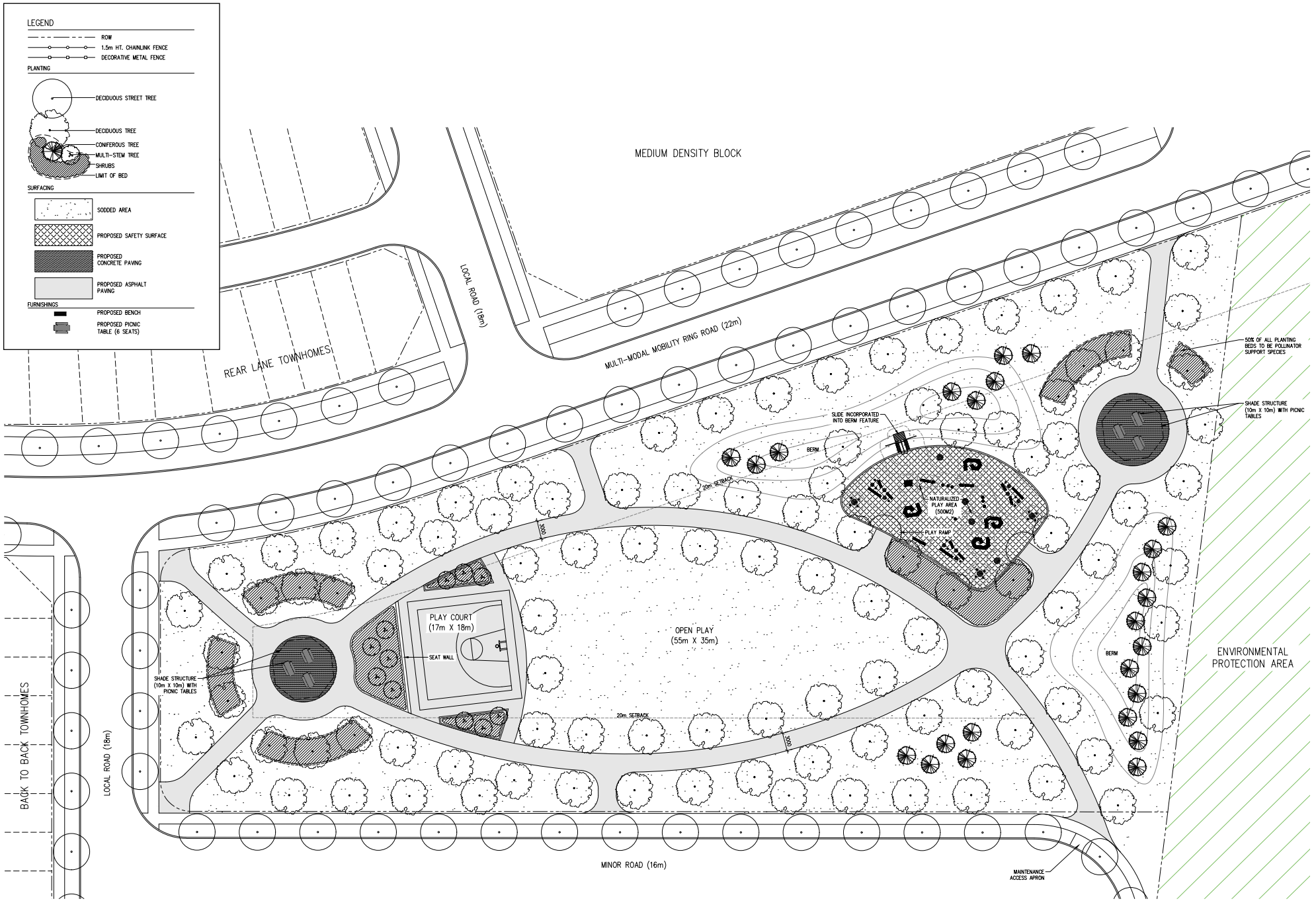


Figure 18: Proposed Park Facility Fit for Parkette

4.4.5.2 ENVIRONMENTAL POLICY AREA

The proposed environmental policy area (EPA) and the adjacent Humberking development have a complex and interdependent relationship, necessitating careful consideration to prevent harm to the EPA and its natural resources. The integration of the EPA with the Humberking development lands will prioritize sustainability and environmental protection, ultimately enhancing the quality of life for the community's residents. Residential flankage lots along the street edge shall be designed with consideration for planted accents along the public side of the fence. The Humber Station East site will be connected through the proposed open space network, allowing people to meander and flow through intuitively.

Design Guidelines:

- To reinforce the importance of these lands for the community, opportunities shall be provided for public visual access from adjacent streets, open space or from publicly-owned and accessible lands, such as parks and stormwater management facilities;
- Where environmentally sensitive features and other areas within the proposed EPA require protection, public access and encroachment shall be restricted in order to prevent negative impacts or disturbances; Measures may include physical barriers such as lot fencing or information signage. A homeowner education and stewardship program be implemented in this regard;
- The proposed EPA shall be preserved and enhanced through the placement of trails and view corridors from adjacent open spaces, linking the SWM ponds, parks, and residential neighbourhoods for pedestrians, cyclists, and recreational users;
- Dwellings backing onto the proposed EPA shall be fenced to fully enclose the lots, with no gate access leading into rear open space and the proposed EPA;
- Upgraded architectural treatment for the exposed rear and side elevations of dwellings backing onto or flanking the publicly accessible and visible areas within the proposed EPA should be considered;

- A planting palette for transitional planting within parks, stormwater management facilities, and other introduced features at the interface with the proposed EPA shall consist of native species that are compatible with the existing or proposed plant material found within any natural features along the EPA edge; and
- Given the agrarian heritage of Caledon Station, opportunities to integrate community gardens at the interface with the proposed EPA, where sensitive landscape features are not compromised, can represent an important and valuable link with the past while providing opportunities for community engagement for all ages.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 5.3 of the Caledon Station Community Design Guidelines for more information on the proposed EPA guidelines.

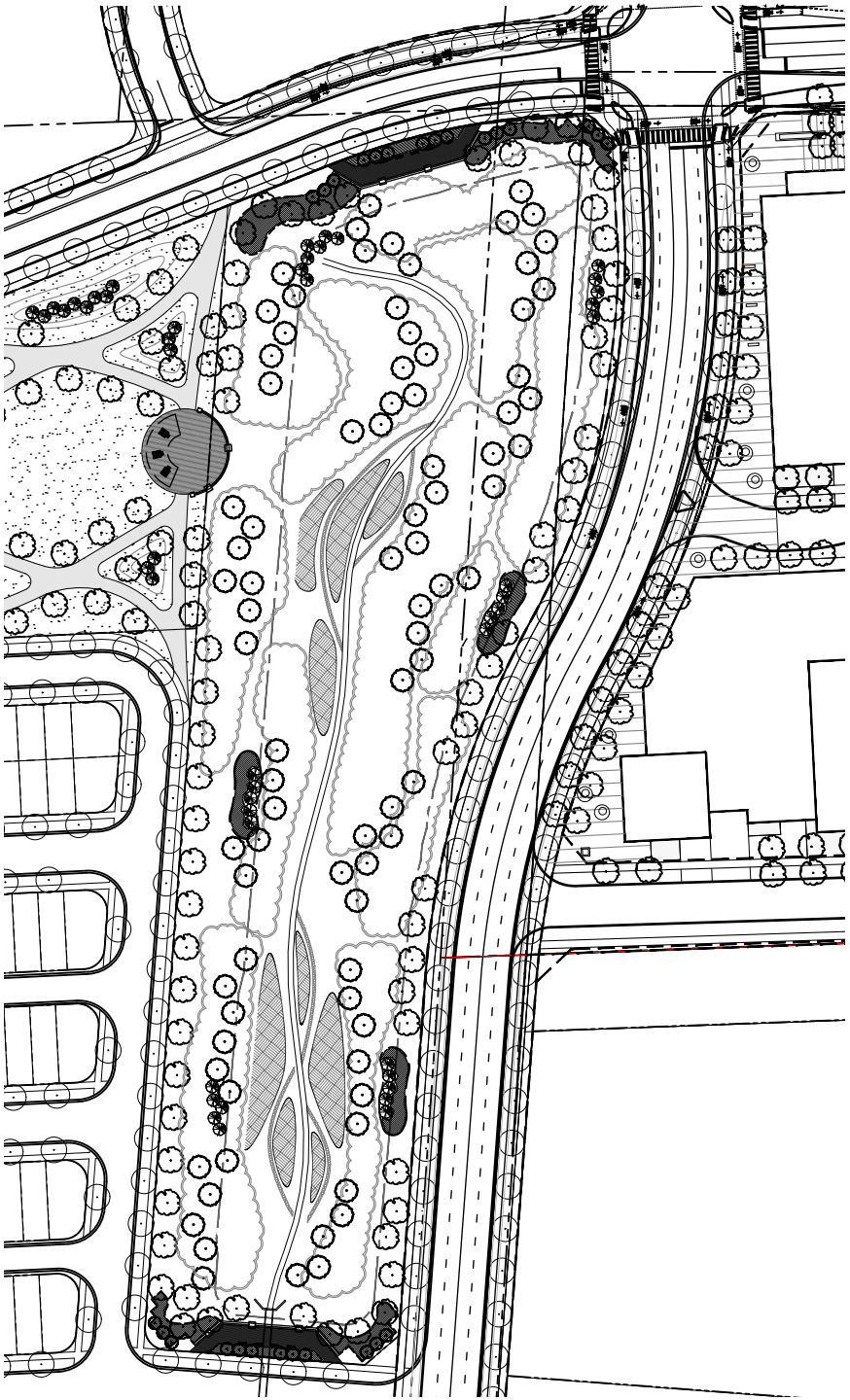


Figure 19: Concept design for the proposed environmental policy area (EPA) - north area

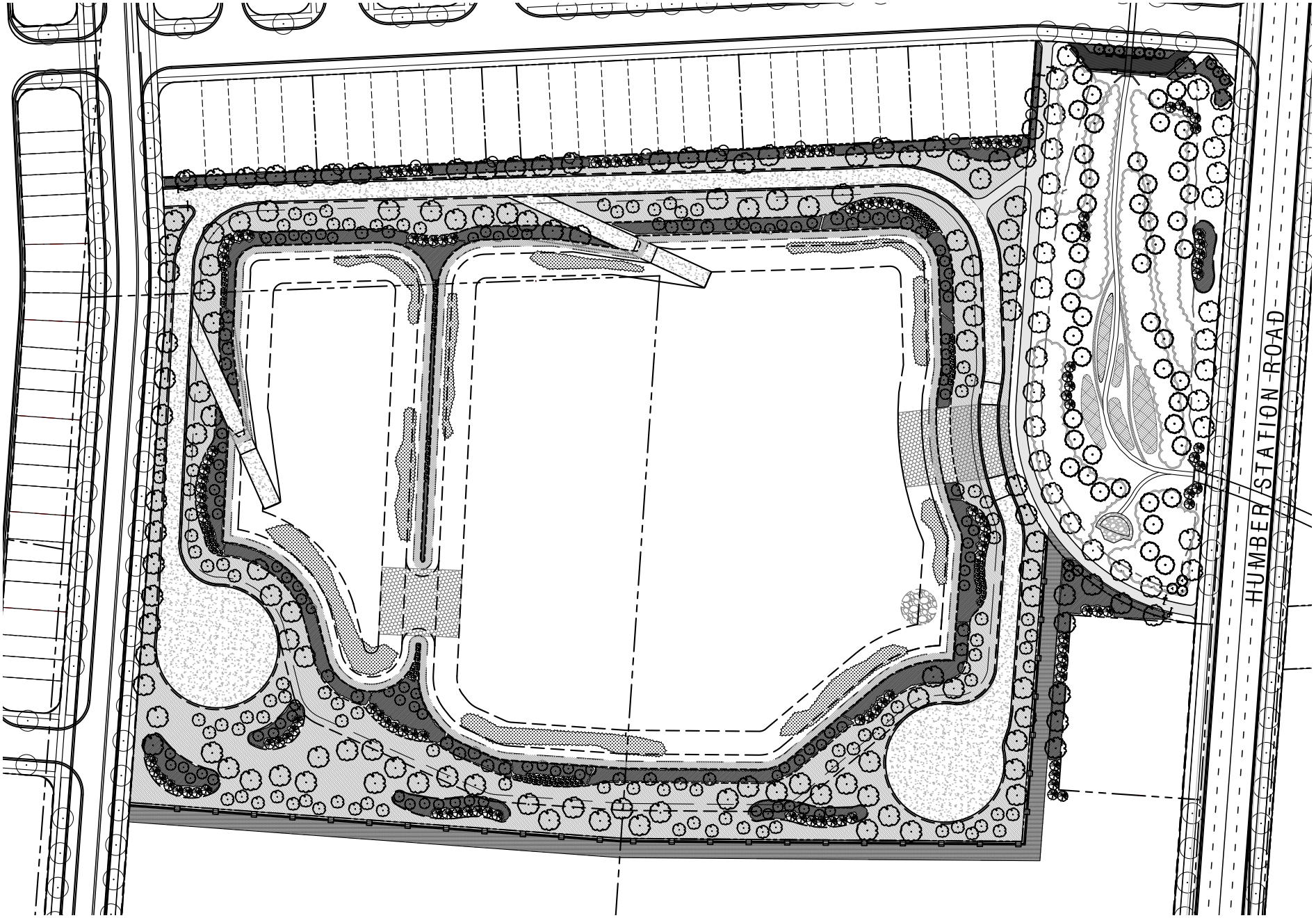


Figure 20: Concept design for the proposed SWMP and Environmental Policy Area (EPA) - south area

4.4.5.3 STORMWATER MANAGEMENT POND

As a special feature that has been integrated within the Humberking development land, the proposed swm pond has been strategically planned to align with the EPA located along Humber Station Road and will extend the EPA southward, resulting in the formation of stunning views and vistas for the neighborhood. This facility shall enhance the character and appearance of the surrounding neighbourhoods, in addition to achieving the functional water quality and quantity objectives.

DESIGN GUIDELINES:

- Pond inlets and outlets shall be concealed using planting, grading and/or natural stone. Similarly, any utilities located within a stormwater management facility shall be screened from public view using planting, fencing, or other built features, as appropriate;
- The zone between the street and stormwater management facility shall be designed as a transition from an urban streetscape to a naturalized area;
- Each facility shall have street frontage to maximize visibility within the community;
- Fencing of ponds adjacent to publicly accessible areas is discouraged. However, where it is desirable to discourage public access to a pond, barrier plantings and living fences consisting of plant material may be utilized in place of fencing;
- Public walking / cycling trails can provide access along ponds, where possible, except where immediately adjacent to a sidewalk or multi-use path;
- Maintenance / access roads may double as pedestrian trails and connect to segments of the community-wide trails and pathways network, where feasible; and
- Naturalized planting shall consist of native species and shall include whips, multi-stem shrubs, trees, grasses and riparian, aquatic and upland species as appropriate to conditions. All planting shall meet applicable TRCA species and density standards for stormwater management pond facilities.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 5.5 of the Caledon Station Community Design Guidelines for more information on the proposed SWM Pond guidelines.

A key design feature surrounding the SWMP will be a pedestrian promenade, which will meander around the medium density block providing views into the EPA and Caledon Station community.

4.4.6 PRIVATE LANDSCAPING & AMENITY AREAS

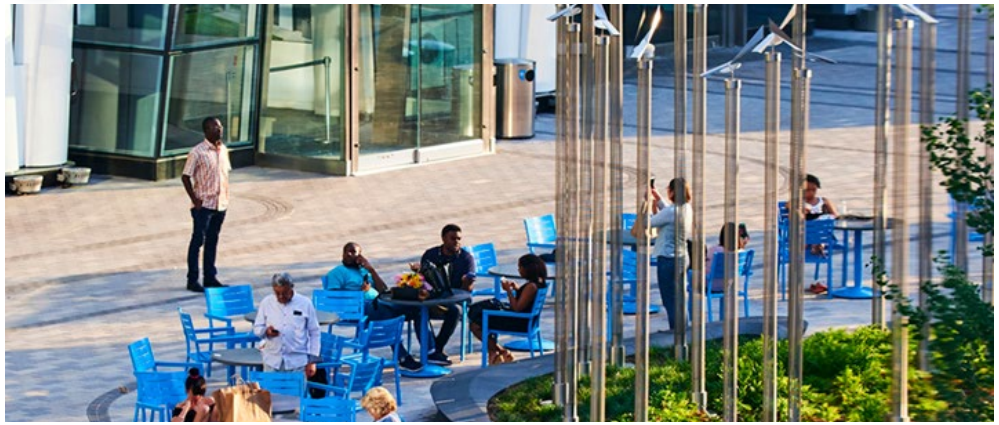
The proposed landscape design within the mixed-use block aims to create vibrant green spaces that seamlessly connect throughout and around the block. Envisioned to encompass both residential and commercial areas, the design will serve as an active backdrop along the eastern edge of Humber Station Road. Taking a holistic approach, the landscape design for this area seeks to mirror the ambiance of an urban Caledon village, enhancing the unique sense of place within Caledon Station.

The design will incorporate visual interest and privacy screening for corner and flankage building conditions, particularly at gateways and nodes. Each area within the block will receive a level of landscape treatment appropriate to its role and function, ensuring a cohesive and functional design. Streetscape plantings, along with lighting and signage, will contribute to creating a comfortably-scaled pedestrian environment.

Along the eastern edge of the mixed-use block, a semi-private walkway will be established along the CN rail. This will provide opportunities for outdoor activities for people of all ages, promoting an active and healthy lifestyle. Additionally, rooftop terraces will offer additional amenity spaces that overlook a series of courtyards within the mixed-use block, providing opportunities for a multi-level pedestrian realm.

1 Compact streets promote shared spaces where people, cyclists, and vehicles can safely coexist.

2 Efficient rainwater harvesting and low-maintenance landscaping that help achieve sustainability objectives.



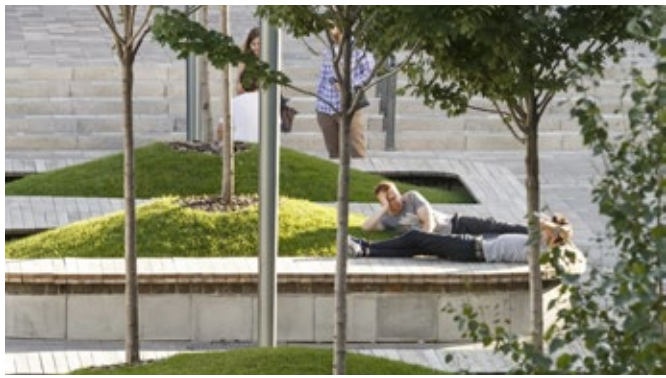
3 Utilizing paved areas and artistic elements, fostering lively communal spots and enhancing sense of place.

4 Outdoor activities for all ages to promote an active and healthy lifestyle.

Figure 21: Proposed Mixed Use Block Demonstration Plan

5 Safe and easily navigable pathways that connect to diverse programming options and activities.

6 Rooftop terrances that offer additional outdoor amenity space.



7 Secluded green spaces with integrated seating, perfect for shade & contemplation.

Landscaping will enhance the urban environment aesthetically without hindering pedestrian flow or sightlines.

Buffering adjacent residential areas and parking lots creates a more peaceful and aesthetically pleasing environment for all residents.

The northern edge of the mixed-use block will feature a practical and functional walkway leading directly to the GO Station platform. The hardscaping will be designed to clearly delineate the path toward the platform, providing ample space for pedestrian flow and minimal obstruction.

Paved areas will be strategically placed and designed to accommodate seating and gathering spaces, integrating elements that contribute to a lively and communal atmosphere. These may include benches, seating walls, and plazas, all aimed at enhancing the area's usability and sense of place. The lighting design will prioritize pedestrian safety, providing adequate illumination for nighttime use while minimizing light pollution and glare. Additionally, the design will incorporate elements such as signage and wayfinding markers to guide pedestrians and enhance the overall user experience. Landscaping will be used to soften the urban environment and provide a pleasant aesthetic without impeding pedestrian flow or obstructing sightlines.

4.4.7 BUFFERS

Landscape buffers are a crucial element in minimizing the impact of the GO Transit rail tracks on the abutting Humber Station Road East site of the development. Through strategic design incorporating trees, shrubs, and hardscaping, these buffers can complement the circulation network within the community while offering shade and seating options in key areas. They also serve to buffer adjacent residential areas and parking lots, creating a more peaceful and aesthetically pleasing environment for all residents. A thoughtful and well-executed landscape design can help create a beautiful, vibrant, and bike-friendly environment that benefits the entire neighborhood.

The buffer area along the eastern most edge of the Humberking development provides an opportunity to integrate a substantial and densely planted buffer as an interface with the rail lands, serving as a visual screen, physical crash barrier, noise abatement, and/or as an attractive landscape feature.

Refer to Section 5.2 of the Caledon Station Community Design Guidelines for more information.

4.4.8 PARKING, LOADING & SERVICE AREAS

The Humberking development will offer parking opportunities for both residents and visitors in Humber Station Road West. Underground level parking will be available for the mid-rise buildings, accessible from the regional arterial road, town arterial road, and local roads.

Within the mixed-use block, numerous loading facilities, including class C loading spaces and truck maneuvering spaces, will be situated away from immediate public view and accessed via the local roads.

To ensure a safe and pedestrian-friendly streetscape, on-street parking has been minimized and strategically placed in key areas where short-term pick-up and drop-off is required. Both integrated parking within the residential blocks and on-street parking will be provided along Humber Station Road, which runs through an active area surrounded by commercial and retail at-grade.

Parking for future Caledon GO Station users will be provided through a combination of above-grade parking structures and surface parking available in the mixed-use block.

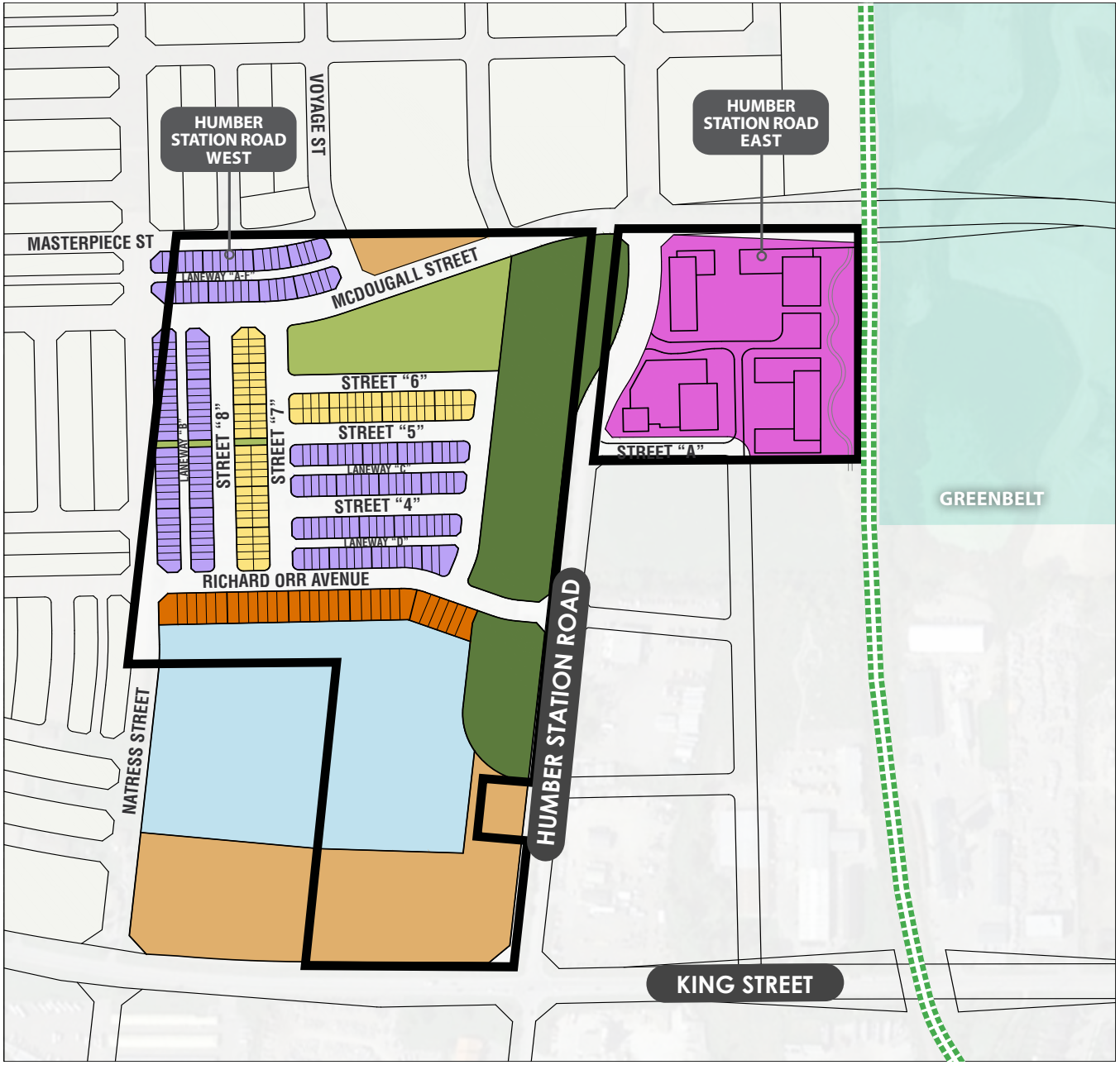
DESIGN GUIDELINES:

- Where surface parking may be adjacent to a main building, a landscape strip shall be provided to screen the parking from the building and adjacent sidewalk;
- Parking areas shall include pedestrian walkways with landscape planting provided for shade and to reduce the perceived scale of the parking surface;
- Underground parking access shall be integrated into the building design with minimized views from public streets; and
- A snow storage strategy shall be devised in conjunction with planting plans to ensure snow piles do not affect vegetation for parking lot areas.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.8 of the Caledon Station Community Design Guidelines for more information.

Parking facilities designed to blend harmoniously with the surrounding buildings enhance the visual appeal along the streetscape.

Parking and service areas should be located away from immediate public view for mixed use spaces.



LEGEND

- DEVELOPMENT BOUNDARY
- GO TRANSIT RAIL LINE
- ON-STREET 25' TOWNHOUSES (7.6M)
- 20' REAR LANE TOWNHOUSES (6.05M)
- 21' BACK TO BACK TOWNHOUSES (6.4M)
- MIXED USE
- MEDIUM DENSITY RESIDENTIAL
- PROPOSED ENVIRONMENTAL POLICY AREA (EPA)
- OPEN SPACE / PARKETTE
- VISTA BLOCK
- GREENBELT LANDS
- STORMWATER POND

Figure 22: Lot Fabric

SECTION 5
BUILT FORM

5.1 BUILT FORM

The development will feature a harmonious mix of architectural styles, blending traditional/heritage elements with modern/contemporary influences to create a high-quality character with a cohesive neighborhood identity. Residential and mixed-use buildings will be designed to complement the public realm, ensuring that building elevations facing public areas contribute to attractive and harmonious streetscapes.

The Humberking development will include various dwelling types, including:

- On-Street Townhouses;
- Rear-lane Townhouses;
- Back-To-Back Townhouses;
- Mid-Rise Apartment Buildings, and
- Mid-rise Apartment Buildings with At-Grade Retail.

These guidelines are designed to supplement the Architectural Design Guidelines for Humberking Developments, providing direction on lotting, placement and orientation, driveways and garages, garbage/ utilities, fencing, building design, and priority lots.

Individual dwellings should have appropriate design that positively contributes to the individual character of a neighbourhood.

The composition of townhouse blocks should demonstrate consistent massing and design, while also incorporating sufficient variation in elevation where suitable for a given architectural style.

5.1.1 ON-STREET TOWNHOUSES

On-Street Townhouses are proposed to be located in areas of the development where a denser housing form is desired. Since townhouses are comprised of individual units attached and grouped together into a larger architectural form, the massing and design of the whole building, rather than the individual units, should be considered during the design stage.

DESIGN GUIDELINES:

- Mixing of townhouse block sizes within the street can help provide visual diversity in the streetscape.
- Townhouse block composition shall display massing and design continuity, while achieving adequate elevation variety, where appropriate to a given architectural style.
- Facade articulation is encouraged to avoid large unbroken expanses of roof or wall planes.
- A mix of both raised front porches and grade-level entries provides variety and visual interest in the architecture and streetscape.
- Buildings with the same elevations are encouraged to not makeup more than 30% of any streetscape block, excluding corner lots.
- A variety of garage door treatments is encouraged along the streetscape block, with porches or entry features as the dominant element of the front elevation.
- A range of design expressions to promote architectural variety is encouraged.
- Ensure building entrances are accessible, safely and clearly connected to the sidewalk and parking areas.
- Locate and prioritize active spaces along the public realm (streets or open spaces).
- The design of townhouse block elevations shall delineate the individual units through wall and roof articulation.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.4 of the Caledon Station Community Design Guidelines for more information.

5.1.2 REAR-LANE TOWNHOUSES

Rear-Lane Townhouses with Igarages that may be accessed from a public or private laneway, will occur within special areas of the community having a higher public visibility and pedestrian activity. This form of housing contributes positively to the built form character and urban streetscape appearance of the neighbourhood by removing garages and driveways from the public realm and establishing a strong uninterrupted street edge that is more urban in character.

DESIGN GUIDELINES:

- Rear lane townhouses shall feature 2-3 storey building massing to provide an appropriate transition with low density residential and establish a built form scale appropriate to the planned street hierarchy. Heightened building massing at main intersections should be considered;
- The main dwelling facade should typically be sited no further than 2.0m from the front lot line to create a strong and active street edge;
- Garages will be accessed from a rear laneway and may be either attached to the dwelling or detached from the dwelling. Single or double garages are permitted;
- Garages shall be complementary to the main dwelling in terms of materials, massing, character and quality. They shall be designed and arranged to provide an attractive visual environment within the rear laneway;
- Outdoor amenity areas for lane-based townhouses may take the form of a conventional rear yard amenity space (with detached garages) or a functional raised terrace/balcony (with integrated garages);
- Where feasible, utility meters should be located in the laneway, away from prominent views; and

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.4 of the Caledon Station Community Design Guidelines for more information.

Front entrances of Rear -Lane Townhouses should be connected to the public sidewalk with a walkway with the use of low fencing and/or edge planting for private front yards.

Built form that provides uninterrupted street edges contribute to the urban character of the community.

Contrasting colors and textures on building facades add visual intrigue and depth along streetscapes.

Garages shall not project beyond the front wall or porch face of the dwelling.

5.1.3 BACK-TO-BACK TOWNHOUSES

Back-to-Back Townhouses may occur on public streets or on private streets in the medium / mix-use density blocks within the community. This type of townhouse is typically a 3 storey housing form with front facing garages accessed from a public or private road.

As the name suggests there is a common demising wall along the rear of the unit in addition to the traditional interior side walls. Outdoor amenity space is provided in the form of a balcony typically located above the garage.

DESIGN GUIDELINES:

- Back-to-back townhouse block sizes may range from 6 to 16 units. Mixing of townhouse block sizes along the street can help provide visual diversity of the streetscape;
- Private outdoor amenity space is typically provided in the form of a balcony;
- Privacy screens should be provided between outdoor amenity spaces of neighbouring units;
- Façades should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, gables, porches and roof overhangs;
- Balconies facing the street shall be well-detailed to suit the architectural style of the building using upgraded, durable and low-maintenance materials;
- Flat roofs and/or rooftop terraces are permitted;
- Air conditioning units should be located discreetly on the balcony away from public view; and
- Entrances to each unit should be ground-related requiring no more than a few stairs to access, subject to site grading conditions.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.4 of the Caledon Station Community Design Guidelines for more information.

5.1.4 MID-RISE RESIDENTIAL BUILDINGS

One medium density residential block is proposed at the intersection of King St and Humber Station Road in the southeast corner. This mid-rise density residential form is appropriate in establishing an active urban character through an emphasis on building height and massing where intensity of use and a landmark form is desirable.

DESIGN GUIDELINES:

- Building heights from 4 to 6-storeys will be permitted;
- Buildings shall be designed to mitigate any negative impact upon surrounding lower density residential development;
- Ground level floor heights are encouraged to be taller than upper floor heights in order to create a strong street presence and provide opportunities for flexible space;
- Building set-backs shall be minimized to relate well to the adjacent roadway and/or open space areas, while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities;
- Building façades shall provide visual interest through use of materials, colours, ample fenestration, wall articulation and style-appropriate architectural detailing. All façades exposed to public view shall be well articulated and detailed;
- Where surface parking is provided, it shall be done so in a non obtrusive manner, away from areas of high visibility. Surface parking areas shall be screened from street views through the use of landscaping (including features such as metal fencing with masonry columns) or building siting to provide appropriate screening.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.4 of the Caledon Station Community Design Guidelines for more information.

Buildings shall be designed with active front and flanking facades with ample fenestration and balconies.

Building set-backs will be minimized to relate well to adjacent roadways and open spaces, while ensuring ample space for a comfortable pedestrian zone and landscaping.

A combination of different materials, window treatments, and lighting can achieve an attractive architecture style that complements other built form.

Transparent areas shall be maximized on the ground floor to allow views into the structure or into display windows.

5.1.5 MID-RISE RESIDENTIAL BUILDINGS WITH AT-GRADE RETAIL

One mixed use block consisting of at grade commercial, office or studio use, with second and above floor intended for residential use, is proposed on the Humber Station Road East site. This mixing of uses provides greater flexibility in commercial unit sizing, potentially attracting a wider range of tenants and uses that can contribute to the vitality of the community.

DESIGN GUIDELINES:

- Mixed use building façades may either be designed in a contemporary, urban style or traditional style that is complementary, through tone and materials, with the proposed predominant architectural style of the surrounding mixed use, low and medium density blocks. This can be achieved through architectural detailing such as differing building materials, canopies/awnings, window treatment, as well as size and colour;
- Publicly exposed building exteriors shall present an attractive mixed use image with identifiable architectural treatments to differentiate this type of built form from residential built form;
- Building height to be minimum 3 storeys high with a minimum ground floor height of 3.5m;
- All buildings shall be aligned and sited close to the adjacent street and/or intersection. Setback from the public sidewalk should range from 1.5m to no more than 4.0m;
- Buildings shall be designed with active front and flanking facades with ample fenestration
- Transparent areas shall be maximized on the ground floor to allow views into the structure or into display windows;
- No less than 56 sq.m. (600sq.ft.) of ground floor area should be dedicated to be commercial/non-residential uses;

- Opportunity for signage should be located between the first and second storey. Signage should occur in a coordinated manner that is appropriate to the architectural style;
- Wider sidewalks shall be provided in front of the street-facing elevations to provide a comfortable pedestrian environment. Landscaping and street furniture (including outdoor patio furniture) within the boulevard are encouraged in order to enhance the pedestrian experience;
- Lay-by parking should be provided in front of mixed-use buildings to facilitate convenient access to commercial functions;
- Main entrances shall be ground-related and wheelchair accessible;
- Corner buildings shall provide façades which appropriately address both street frontages; and
- Loading, service, garbage, recycling, utilities, meters, transformers, air conditioning units and other mechanical units shall be located away from publicly exposed corners and other publicly exposed views.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.4 of the Caledon Station Community Design Guidelines for more information.

Wider sidewalks will be provided in front of street-facing elevations for a comfortable pedestrian environment, with encouraged landscaping and street furniture in the boulevard to enhance the experience.

Lay-by parking should be provided in front of mixed-use buildings to facilitate convenient access to commercial functions.

Architectural design plays a crucial role in shaping the experience of open spaces and streetscapes within a community. By carefully considering the design of buildings and their relationship to the surrounding environment, buildings can help create vibrant, memorable, and engaging places for people to live, work, and play.

5.2 HEIGHT & MASSING

An attractive streetscape relies in large part on the arrangement of buildings within the street block. Visually, the grouping and massing of dwellings within a block has greater impact than a dwelling's individual detailing. Height and massing that is appropriate to the context of the street is key to achieving a pedestrian-friendly, comfortable scale environment.

If observed, the following design criteria will ensure harmonious massing within the streetscape:

DESIGN GUIDELINES:

- Massing should transition from higher density areas to lower density areas through building designs that achieve harmony along the streetscape.
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing.
- Buildings shall be grouped by similar height and density.

Refer to the latest enforced Caledon Town-Wide Design Guidelines for more information.

5.2.1 TRANSITION TO ADJACENT USES & BUILT FORM

The development plan incorporates a diverse mix of uses, including residential, parks, and retail spaces. These amenities will be strategically located within walking distance, promoting active transportation and contributing to a more compact urban form. To minimize the impact of larger buildings on adjacent low-rise residential neighborhoods, stepbacks will be implemented, ensuring a harmonious integration with the surrounding area.

Minimizing shadowing, visual obstructions, and privacy concerns between buildings and open spaces is essential. This can be achieved by implementing height and massing transitions, including the use of angular planes in building design.

A visually appealing streetscape relies on the arrangement of buildings within the street block. It's important to ensure that the height and massing of buildings suit the street's context, creating a welcoming environment for pedestrians. For example, Figure 18 shows how mid-rise buildings transition between existing employment lands to the south and east. Figure 18 also illustrates the gradual integration of mid-rise apartment buildings near the proposed neighborhood park, the low-rise residential neighborhood to the north, and the planned mid-rise mixed-use development to the northeast.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 3.6 of the Caledon Station Community Design Guidelines for more information.

Buidling design should be carefully adapted to seamlessly incorporate the streetscape.

Building design should adapt to suit the site, especially when there are grading conditions to consider.

5.2.2 ADVERSE GRADING CONDITIONS

Dwellings should be designed to reflect the grading conditions of the site and provisions should be made for the grade changes to accommodate surface water drainage proposed by the engineering consultants.

DESIGN GUIDELINES:

- Where severely sloping grade conditions occur, building designs shall be adapted to suit the site.
- This is particularly important for lots having back-to-front sloping grade conditions (front walk-out condition) to ensure an appropriate relationship between the dwelling, the garage and the street is maintained; and
- Care shall be taken to ensure foundation walls are not overexposed. Grading shall be coordinated with dwelling foundation design and constructed so that generally no more than ~300 mm of foundation wall above finished grade is exposed on all visible elevations of the dwelling.

5.2.3 FACADE TREATMENTS, ARCHITECTURAL ELEMENTS & MATERIALS

A range of building designs shall be offered to the market which will help create visual diversity in the streetscape. Alternate elevations will differentiate themselves from each other through differences in massing and building forms, rooflines, front entry treatments, garage location and treatments, fenestration, architectural detailing, and building materials. Special designs should be provided for prominent locations to address their exposure to the public view.

DESIGN GUIDELINES:

- Facade articulation is encouraged to avoid large unbroken expanses of roof or wall planes.
- A mix of both raised front porches and grade-level entries provides variety and visual interest in the architecture and streetscape.
- The use of high quality wall cladding materials reflective of the architectural style of the building will be required to contribute to the built form character of the community;
- The following main wall cladding materials are suitable for the community:
  - Brick in a variety of established local heritage and earth tones and textures;
  - Siding, particularly in board and batten profiles with heritage colours;
  - Stone that displays heritage colours and textures; and
  - Stucco in natural tones with appropriate trim detailing such as detailed mouldings or half-timbering.
- Main wall cladding material shall be consistent on all elevations of the dwelling. No false fronting is permitted (i.e. brick on front elevation with siding on rear elevations). Exceptions to this may be permitted where an upgraded stone façade, stucco façade or stone plinth is incorporated into the design and the side and rear walls have brick;

High-quality wall cladding materials that reflect the architectural style of the building help enhance the built form character of the community.

Facade treatments, such as entry canopies, play a crucial role in defining the transition between residences and the public realm, enhancing the overall architectural expression of the buildings.

Buidings should provide diverse exterior color options to prevent monotony in the streetscape. Inspired by Caledon's heritage, colors should include deep reds, browns, greys, and whites.

The architectural detailing, massing, and materiality of the buildings should be enhanced at all prominent locations, considering their heightened visibility from the street.

- Material changes which help to articulate the transition between the base, middle and top of the building are appropriate. Where changes in materials occur, they should happen at logical locations such as a change in plane, wall opening or downspout;
- A wide variety of exterior colour packages should be provided to avoid monotony within the streetscape. Given a Caledon inspired thematic emphasis, colours should reflect a heritage palette of deep reds and browns with subdued greys and whites; and
- Individual exterior colour packages shall combine to create a visually harmonious streetscape appearance.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 3.6 of the Caledon Station Community Design Guidelines for more information.

5.2.4 CORNER AND GATEWAY BUILDING TREATMENT

Dwellings on corner lots and at community gateway entrances typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character, and quality of the neighbourhood.

DESIGN GUIDELINES:

- Street intersections shall be framed through built form that has a strong orientation to the corners.
- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment.
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with particular attention given to the dwelling's massing, height, roof lines, apertures, materials, wall articulation, and details.
- Given the heightened exposure from the street, rear elevations shall also be treated with upgraded elements, if exposed to public view. Any upgrade on the flankage elevation, including architectural details and materials, shall ensure a wrap around to the rear elevation. Active uses including locating the main entrances on the flankage elevation shall be encouraged, while garages shall be located away from it.
- Distinctive design elements, such as porticos, bay windows, generous fenestration, wall articulation, or other features, appropriate to the architectural style of the building, shall be provided on the flankage side to create a positive pedestrian presence along the street and emphasize the corner dwelling's landmark qualities within the streetscape.
- Where grading permits, corner lots will be offered with side porches, however, where rear grade is drastically different than front grade, porches may not be possible.
- A privacy fence shall be provided to enclose the rear yard of corner lot dwellings.

Mid-rise buildings located at corners should feature consistent architectural design and detail on both street-facing elevations, with emphasis on massing, height, rooflines, materials, and façade.

Corner lot dwellings should orient the main entry to address the short (front facing) street frontage where the flankage faces a collector road.

Architectural detail and materiality treatment on the front, flankage and rear elevations shall be consistent.

Associated hardscape and softscape landscape features may be integrated with built form massing to emphasize the gateway function.

- Rear lane garages on corner lots will require upgrades to the side elevations facing the street.
- Dwellings and porches shall be sufficiently setback from any community gateway entry feature to avoid conflicts.
- Similarly to Corner lots, gateway lot dwellings are characterized by a very high profile location that results in a significant impact on the perception of the image, character and quality of the community from the outside.
- Where possible, greater height or massing than is typical in the adjacent streetscapes shall be incorporated.
- Strong and distinctive architectural elements such as prominent gables, articulated walls and roofs, and projecting bays shall be featured.
- Consistency in main cladding, architectural detail and treatment on the front, flankage and rear elevations shall be incorporated.
- Associated landscape features, both hardscape and softscape, may be integrated with built form massing to emphasize the gateway function.
- Although designed as a corner lot with facade treatment addressing both street frontages, the main entry, garage and porch should primarily address the short (front facing) street frontage, particularly where the flankage of the dwelling faces major and minor arterial roads.
- Garages shall be located away from the intersections/corner, as permitted by site conditions.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.6 of the Caledon Station Community Design Guidelines for more information.

By incorporating elements inspired by the local heritage, such as architectural features, materials, or design motifs, the Humberking development can create a sense of connection to its past and celebrate its unique “Made in Caledon” identity.

5.3 HERITAGE CHARACTER & CONSIDERATIONS

Incorporating architectural elements inspired by the heritage buildings of Caledon’s various hamlets offers numerous benefits to the Humbeking development in Caledon Station. By integrating these elements, the community can celebrate and preserve its cultural identity and historical significance.

Drawing inspiration from heritage buildings establishes a sense of continuity and connection with the past. It fosters pride and a sense of rootedness in the community’s history, honoring the unique character and craftsmanship of the region’s heritage structures. This integration helps create a distinct and authentic sense of place, ensuring that Caledon Station reflects its local context and maintains its cultural heritage.

Furthermore, incorporating architectural features from heritage buildings adds visual interest and aesthetic appeal to the new development. Elements like ornate detailing, traditional materials, and characteristic rooflines bring charm and timelessness to the built environment. This blend of old and new creates a visually striking and harmonious streetscape, enhancing the overall attractiveness and desirability of Caledon Station as a vibrant place to live, work, and visit.

Additionally, integrating heritage-inspired architectural features promotes sustainable development practices by honoring and repurposing existing structures, reducing the environmental impact of new construction. This approach aligns with Humbeking’s commitment to sustainable urban development and ensures that the community’s rich heritage is woven into the fabric of its future.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 6.2 of the Caledon Station Community Design Guidelines for more information.

Drought tolerant planting species coupled with permeable paving help with rainfall and drainage.

Roof downspouts help direct excess water into soakaway pits. Paired with xeriscape planting, the combination performs well in urban environments due to low-maintenance requirements.

5.4 SUSTAINABILITY

The subject lands shall be designed with an emphasis on the integration of sustainable practices and techniques that will result in a community which is highly walkable and cyclist friendly, with a mix of residential uses and a diversity of housing types and densities.

The principles and objectives of sustainability have applications in all areas of the development. The community's context and the EPA that is woven into its fabric makes sustainable development and low-impact design a key priority. There are several techniques that may be considered for the community:

TRANSPORTATION ALTERNATIVES

To promote sustainability, pedestrian pathways should be integrated into the Humberking Development to reduce reliance on cars. Parking facilities should be minimal and meet zoning requirements. Cycling should be encouraged with safe routes and bike racks in parks.

LIGHTING

Within the Humberking Development, there are significant opportunities to enhance sustainability. Balancing safety and security with reduced energy consumption is key. This can be achieved by using energy-efficient luminaires and bulbs that meet lighting needs while minimizing energy use. Choosing LED and solar-powered lighting fixtures and ensuring appropriate light levels for each location and purpose will help avoid excessive illumination and light pollution. These considerations align with sustainable development practices, contributing to a greener, more energy-efficient environment.

MATERIALS

In the Humberking Development project, sustainability opportunities are paramount. One key focus is on utilizing local materials, which helps reduce the environmental impact by avoiding the need for long-distance transportation of building materials. Additionally, there is a strong emphasis on the use of materials that have been sustainably harvested or recycled. These practices not only promote environmental stewardship but also contribute to creating a more resilient and eco-friendly community.

HARDSCAPING / SOFTSCAPING

In the Humberking Development, hardscaping aims to balance functionality with sustainability, accessibility, aesthetics, and maintenance. This includes using permeable paving materials like porous concrete or asphalt, and sustainable, recycled materials. Light-colored surfaces are encouraged to reduce heat absorption. Softscaping features natural, low-maintenance plants and landscape elements to enhance aesthetics and functionality. Dense deciduous canopy trees are strategically placed to regulate sunlight and warmth, while evergreens act as windbreaks. Only organic or biological fertilizers and pest controls are used.

WATER CONSERVATION AND MANAGEMENT

In the Humberking Development, future homeowners will have the opportunity to embrace sustainability through various initiatives. Rain barrels can be utilized for rainwater harvesting, allowing residents to use stormwater for irrigation purposes. Additionally, depending on the type of built form, rain barrels or similar container systems may be considered to manage roof runoff effectively. Soil amendments will also be encouraged to increase topsoil depths and restructure compacted soils, enhancing infiltration capabilities.

To further promote sustainability, clean water from different areas across the development will be conveyed to the Natural Heritage System (NHS). This approach aims to maintain pre-development runoff levels to wetland features within the NHS. By diverting clean flow to the NHS instead of conveying it to a stormwater management facility, erosion in the receiving watercourse can be mitigated. This diversion provides an opportunity for infiltration and evapotranspiration before the water reaches the watercourse. Moreover, rear yard infiltration trenches will be proposed where feasible, collecting and infiltrating runoff from impervious roof and backyard areas. This runoff will be conveyed through rear yard swales to rear lot catch basins, ensuring efficient water management within the development.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 7.4 of the Caledon Station Community Design Guidelines for more information.

Rain gardens designed to capture water and allow it to infiltrate into the ground.

Open spaces with infiltration galleries or trenches help conserve water.

Accessibility features in the public realm for ease of navigation of those with varying mobility.

Barrier-free routes such as ramps should be designed to meet the Town of Caledon's accessibility standards.

5.5 ACCESSIBILITY & UNIVERSAL DESIGN

Barrier-free accessible parks, playgrounds, and all outdoor spaces are an integral part of the Humberking development and site design considerations in an effort to eliminate barriers within the built environment so that people with physical disabilities will have more opportunities to participate in everyday life. Designs shall be proposed that are in accordance with the Accessibility for Ontarians with Disabilities Act (AODA) and any other applicable legislation, including Town of Caledon's 2018-2022 Multi-Year Accessibility Plan.

DESIGN GUIDELINES:

- All new mixed use buildings shall be accessible to persons with disabilities, in accordance with the Ontario Building Code and AODA;
- Pedestrian networks will be designed to meet the Town's accessibility standards with minimal slopes, curb ramps, sufficient width, markings, tactile warning strips and guards to support accessibility and safety;
- Pedestrian networks shall be designed as barrier-free routes consisting of continuous and direct walkways, slip-resistant surfaces, trundle domes at roadway crossings, minimal interruptions from access driveways, and free of abrupt changes in grade;
- All street furniture (including benches, planters, waste receptacles, newspaper boxes, etc.) and landscape planting shall be located outside of the main pedestrian networks to ensure clear unobstructed walkways;
- The design of public spaces should consider accessibility and universal design to ensure the space is available for all residents and visitors to use. Parks and recreation facilities will be developed with innovative, high quality, barrier-free amenities and features that support accessibility and inclusion; and
- Appropriate AODA wayfinding signage should be provided.

Refer to the latest enforced Caledon Town-Wide Design Guidelines and Section 7.6 of the Caledon Station Community Design Guidelines for more information.

Community safety involves designing public areas such as streets, parks, and walkways that are pedestrian friendly and comfortable.

5.6 SAFE COMMUNITY DESIGN

In the context of the Humberking Development, fostering a strong sense of community is essential for encouraging collaboration among residents, enhancing neighborhood aesthetics, and deterring illicit activities. To achieve this, new building designs must integrate principles of Crime Prevention Through Environmental Design (CPTED). This includes creating clear distinctions between public and private spaces through thoughtful building placement, fencing, and landscaping.

The design should also prioritize visual oversight of public areas and ensure clear sightlines at intersections. Active pedestrian street life and building orientation should be emphasized to increase “eyes on the street,” thereby enhancing residents’ sense of security. Adequate lighting along streets, walkways, and parks, as well as well-lit building entrances, are crucial for pedestrian safety and comfort. These lighting designs should also minimize light pollution and maintain a dark nighttime sky where feasible.

Furthermore, concepts like “Territorial Reinforcement” through front porches can create a transitional area between the street and homes, enhancing the sense of community. Limiting the prominence of garages in the streetscape and placing habitable portions of dwellings closer to the street can also strengthen the connection between residents and their environment in the Humberking Development.

Refer to the latest enforced Caledon Town-Wide Design Guidelines.

In the context of the Humberking Development, cultivating a vibrant sense of community is paramount. This not only fosters collaboration among residents but also enhances the overall aesthetic appeal of the neighborhood.

SECTION 6
CONCLUSION

6.1 PLANNING APPROVAL PROCESS

This UDB will be implemented through various development application processes. Complete Submission requirements for development proposals are outlined in the Town of Erin's Development Engineering Standards Manual (DESM). The DESM outlines the Town's current engineering requirements, guidelines, specifications, and standards that form the basis for obtaining engineering approvals related to development applications.

The UDB provides the overall design direction for development of both the private and public realms within the community and will be implemented through the following planning approvals, having regard for the principles and recommendations established in the Town of Erin's Official Plan and Community and Architectural Design Guidelines:

- Draft Plans of Subdivision (2)
- Zoning By-Law Amendment

6.2 ARCHITECTURAL DESIGN REVIEW PROCESS

The Priority Lot Plan and associated design recommendations included in this UDB should be implemented through an architectural design review and approval process with the Town of Erin Building Department. As per the Town's Community and Architectural Design Guidelines, the architectural design review and approval process typically involves:

- Preliminary Review Process of model working drawings and subsequently of site plan and streetscape submissions;
- Final Review & Certification of model working drawings, site plans and streetscape drawings; and
- Exterior Colour/Material Package Review to be submitted prior to final site plans (sitings).
- The Town may require the developer/builder to enlist the services of an urban design peer reviewer and/or control architect to administer this process.

Refer to Section 8.0 of the Caledon Station Community Design Guidelines for more information.

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